

• SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 16, 1871. 545

Number.	District.	Date of return from each district.	Rainfall at station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
47	Maunbhoom	... Aug. 12th	4.7	Favorable	Generally favorable.	
48	Singbhoom	" 12th	2.5	Rainy	Favorable,	
49	Durrung	" 5th	4.8	Variable	Fair.	
50	Nowgong	" 5th	.9	Cloudy	Ous promising ; Amun not very favorable, for want of rain.	Earthquake at 9½ P.M., on 30th July 1871.
51	Seesbaugor	" 5th	1.7	Close	Fair, Amun plants being transplanted.	Ditto ditto, followed by a heavy thunder-storm with vivid lightning.
52	Kamroop	" 5th	.9	Gloomy, still, and hot.	Want of rain retards the transplantation of Amun crop.	
53	Luckimpore	" 5th	3.4	Unduly dry and sultry.	No apprehension as regards rice crop.	
54	Khasi and Jynteah Hills.					
55	Naga Hills.					
56	Julpigoree	" 4th	.3	Very hot and dry	Promising, but wants more rain.	
57	Gowalparah	" 7th	.8	Excessively hot and dry.	Amun suffering from want of rain.	
58	Garo Hills	" 5th	1.2	Fair	Good.	
59	Darjeeling	" 5th	2.1	Healthy	Same as last week.	
60	Cooch Behar	" 5th	*	No rain	Fair, if it rains soon.	* No rain-guage.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information,

FORT WILLIAM,
The 15th August 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 24th to 30th July 1871.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	4.40	0.80	39.28	6th Aug. 1871.	
	Jail ...	3.48	0.99	34.71	ditto.	
	False Point ...	2.60	Not received	34.90	30th July 1871.	
	Jajipore ...	10.84	ditto	51.66	ditto.	
	Kendraparah ...	0.10	ditto	27.79	ditto.	
	Jugutsingapore ...	2.10	ditto	30.23	ditto.	
	Sumbulpore ...	3.96	ditto	25.77	ditto.	
	Balasore ...	3.50	2.43	36.49	6th Aug. 1871.	
	Bhuddruck ...	3.12	2.19	36.48	ditto.	
	Pooree ...	2.61	1.09	34.10	23rd July 1871.	
CHOTA NAGPORE.	Khoordah ...	Not received	Not received			
	Hazareebangh ...	1.86	3.01	24.14	6th Aug. 1871.	
	Burhee ...	3.88	1.86	26.92	ditto.	
	Pachamba ...	3.00	4.32	33.66	ditto.	
	Ranchee ...	3.12	3.49	35.77	ditto.	
	Palamow ...	3.70	0.63	30.03	ditto.	
	Purulis ...	4.87	2.91	38.02	ditto.	
	Gobindpore ...	2.51	2.93	25.51	ditto.	
	Chyebassa ...	3.11	1.60	30.07	ditto.	
	Patna ...	0.10	1.47	32.32	ditto.	
PATNA.	Behar ...	2.20	2.59	35.33	ditto.	
	Barh ...	1.83	0.83	23.09	ditto.	
	Dinapore ...	0.05	1.30	27.79	ditto.	
	Gya ...	1.02	1.25	27.28	ditto.	
	Sherghatty ...	1.65	1.44	22.77	ditto.	
	Nowadah ...	1.60	1.60	18.16	ditto.	
	Arungabad ...	2.00	2.57	21.77	16th July 1871.	
	Chumparan ...	Not received	Not received	25.31	6th Aug. 1871.	From 5th June.
	Bettiah ...	2.42	0.30	31.80	ditto.	
	Chuprala ...	0.52	0.13	27.87	30th July 1871.	
BHARGUPORE.	Sewan ...	0.16	Not received	33.68	6th Aug. 1871.	
	Mozufferpore ...	1.80	Nil	41.71	ditto	Not received 15th to 21st May.
	Durbhangah ...	0.42	2.39	29.46	ditto.	
	Seetamaree ...	1.80	0.60	27.59	ditto	Not recorded 6th to 19th March.
	Tajpore ...	1.70	0.85	26.52	ditto	From 1st April.
	Mudhubani ...	1.76	0.29	18.75	ditto	From 22nd May.
	Hajipore ...	0.78	1.41	26.46	ditto.	
	Arrah ...	0.33	1.09	37.65	ditto.	
	Buxar ...	1.30	1.90	23.96	ditto.	
	Sasseram ...	2.54	1.60	33.67	ditto.	
RAJSHARIE.	Bhubhoorah ...	0.63	1.18			
	Benares ...	3.30	Not received	25.63	30th July 1871.	
	Bhangulpore ...	4.63	2.41	25.11	6th Aug. 1871.	
	Mudheypoorah ...	1.05	Not received	27.05	30th July 1871	Not received 10th to 16th July.
	Banka ...	0.68	ditto	27.14	ditto.	
	Monghyr ...	4.26	0.61	32.14	6th Aug. 1871.	
	Jamooite ...	3.02	0.74	31.42	ditto.	
	Begoosari ...	4.79	0.12	26.82	ditto.	
	Deoghur ...	2.73	3.78	36.85	ditto.	From 13th Feb.
	Jamtara ...	4.00	3.30	40.38	ditto	From 12th Feb.
BURDWAN.	Rajmehal ...	1.90	0.50	38.30	ditto	From 21st May.
	Pakour ...	2.30	1.90	25.20	ditto	
	Purneah ...	2.52	3.37	40.57	ditto.	From 12th June.
	Kishengunge ...	1.64	3.92	32.51	ditto.	From 26th June.
	Arraria ...	2.36	0.30	27.68	ditto.	
	Rampore Beauleah ...	0.48	7.09	47.85	ditto.	
	Nattore ...	0.39	4.20	52.30	ditto.	
	Bograh ...	0.12	0.28	59.98	ditto.	
	Dinagepore ...	0.12	3.35	46.17	ditto.	
	Maldah ...	1.01	2.50	31.94	ditto.	
CONTAL.	Berhampore ...	1.73	4.21	41.41	ditto.	
	Jungipore ...	0.54	4.13	38.03	ditto.	
	Lalbagh ...	0.93	2.84	32.72	ditto	From 16th Jan.
	Jamookandi ...	Not received	Not received	25.03	23rd July 1871	From 17th April.
	Pubna ...	5.19	7.81	50.78	6th Aug. 1871.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	Not recorded from 1st May.
	Serajgunge ...	1.09	0.92	52.62	6th Aug. 1871.	
	Rangpore ...	1.10	0.90	61.70	ditto.	From 22nd Jan.
	Bhowanigunge ...	0.85	0.92	45.30	ditto.	
	Titalya ...	1.88	1.80	43.82	ditto.	
JEHANABAD.	Burdwan ...	2.29	2.78	35.73	ditto.	
	Cutwa ...	1.99	4.75	37.57	ditto.	
	Culna ...	3.80	2.67	43.84	ditto.	
	Bood-Bood ...	1.77	2.74	37.58	ditto.	
	Bancoorah ...	2.44	2.98	40.02	ditto.	
	Raneegunge ...	2.98	1.95	32.20	ditto.	
	Sooree ...	3.39	3.46	31.77	ditto.	
	Hooghly ...	5.60	4.90	49.27	ditto.	
	Serampore ...	4.37	4.18	31.20	ditto	... From 20th Mar., and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30.37	23rd July 1871	From 21st April, and not received 10th to 16th July.
HOWRAH.	Howrah ...	3.59	5.22	67.22	6th Aug. 1871.	
	Midnapore ...	2.74	4.16	45.18	ditto.	
	Contai { Dy. Collr.'s Office ...	3.65	2.16	43.71	ditto.	
	Eng'r. s Office ...	4.15	2.35	51.72	ditto.	From 6th Feb.
GURBETIA.	Gurbetia ...	3.59	0.85	39.85	ditto	
	Tumlock ...	Not received	Not received	40.18	16th July 1871.	

Divisions	Stations.	Rainfall from 24th to 30th July 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
			Rain.	Up to date.	
Kishnaghur	4.52	Not received	37.84	30th July 1871.	
Bongong	3.24	ditto	45.42	ditto.	
Ranaghat	2.24	ditto	37.21	ditto.	
Meherpore	4.24	ditto	33.45	ditto.	
Chooadangab.	4.10	ditto	50.95	ditto.	
Kooshteah	2.29	1.58	54.11	6th Aug. 1871.	
Jessore	4.43	0.78	55.90	ditto.	
Khoonlah	4.22	1.90	48.51	ditto.	
Jenidah	6.61	1.65	60.10	ditto	
Nurail	3.78	1.07	44.59	ditto	
Mugoorah	1.41	0.04	29.07	ditto	
Bagirhaut	3.67	3.53	51.42	ditto	
Saugor Island	5.30	1.00	57.90	ditto.	
Calcutta	4.05	3.79	66.33	ditto.	
Alipore { Jail	6.99	3.09	71.15	ditto.	
Hospital...}	7.05	2.79	70.04	ditto.	
Barrackpore	5.16	3.37	65.24	ditto.	
Dum-Dum	2.77	2.02	48.15	ditto.	
Baraset	3.79	5.26	47.91	ditto.	
Satkherah	1.71	2.80	52.51	ditto.	
Busseerhaut	2.51	2.08	52.56	ditto.	
Diamond Harbour	3.09	2.27	61.23	ditto.	
Barriopore	4.48	2.91	61.68	ditto.	
Dacca { Telegraph Office	2.31	2.19	65.75	ditto.	
{ Jail	1.70	1.80	62.50	ditto.	
Burrisaul	4.04	1.55	62.92	ditto.	
Dowlat Khan	3.11	3.14	63.19	ditto.	
Perozepore	2.21	2.48	65.10	ditto.	
Madariapore	3.63	2.02	49.09	ditto	
Furreedpore	4.01	1.40	63.37	ditto.	
Goalundo	2.47	Not received	32.01	30th July 1871.	
Mymensing	6.57	2.26	72.11	6th Aug. 1871.	
Jamalpore	0.57	0.95	47.52	ditto	
Atteah	4.24	0.25	75.67	ditto.	
Kishoregunge	1.16	1.27	73.12	ditto.	
Sylhet	1.63	1.08	83.88	ditto.	
Cachar	7.20	1.08	59.39	ditto.	
Hylakandy	3.24	Not received	57.61	30th July 1871	
Koyah	2.73	ditto	56.76	ditto	
Chittagong { Telegraph Office	3.50	2.70	68.48	6th Aug. 1871.	
{ Jail	4.43	2.77	73.73	ditto.	
Cox's Bazar	7.25	Not received	111.20	30th July 1871.	
Rangamata Hill	1.20	ditto	63.38	ditto.	
Noakhally	5.34	4.88	79.80	6th Aug. 1871.	
Tipperah	2.10	3.65	69.85	ditto.	
Brahmaubariah	2.07	Not received	70.10	30th July 1871.	
Akyab	11.60	2.70	137.10	6th July 1871.	
Buxa	4.73	4.84	118.13	ditto.	
Gowalparah	0.50	1.05	66.57	ditto.	
Dhooberee	Nil	1.20	42.81	ditto	
Tura (Garo Hills)	2.86	Not received	67.33	30th July 1871.	
Darjeeling { Telegraph Office	Not received	ditto	34.90	30th June 1871.	
Hospital...}	1.72	2.20	67.33	6th Aug. 1871.	
Rungbee	Not received	Not received	50.50	30th June 1871.	
Falacottah	1.00	0.98	43.97	6th Aug. 1871.	
Julpigooree	0.93	0.23	58.37	ditto.	
Boda	0.59	Not received	41.25	30th July 1871.	
Tezpore	2.49	4.76	56.56	6th Aug. 1871.	
Newgong	5.84	Not received	53.27	30th July 1871.	
Muugledye	2.13	ditto	42.87	ditto	
Burpettah	0.80	ditto	53.27	ditto.	
Gowhatta	Nil	1.29	39.03	6th Aug. 1871.	
Seehsaugor	2.63	Not received	66.04	30th July 1871.	
Jorehaut	2.91	ditto	57.93	ditto	
Golaghat	7.07	ditto	70.07	ditto.	
Nazzeerah	1.93	ditto	62.48	ditto.	
Debrooghur	2.24	ditto	68.86	ditto.	
Suddya	Not received	ditto	57.79	23rd July 1871.	
Shillong	3.98	ditto	44.80	30th July 1871.	
Cherrapoonjee	8.99	3.59	206.54	6th Aug. 1871.	
Jowai	2.48	Not received	75.85	30th July 1871.	
Samoogoodting	Not received	ditto	29.46	23rd July 1871.	

HENRY F. BLanford,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 12th August 1871.

Meteorological Telegraphic Report for the period 6th to 12th August 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.			Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.	Direction.		Velocity.	Velocity.			
CALCUTTA.	Augt.	10	29·565	29·583	88·7	82·5	81	E N E	...	...	K	K, C	Scuds from E by N
	16	29·462	29·480	88·7	84·2	80	N by E	...	0·79	C	C		
	7th	10	29·498	29·514	85·0	81·8	87	E N E	...	0·33			
	16	29·371	29·389	87·3	84·0	85	N E	...	0·04	K, N			
	8th	10	29·424	29·442	82·6	81·5	95	E by S	...	0·13	....	....	E N E
	16	29·359	29·377	81·0	80·0	95	S E	...	0·09	....	....	o, d, sends from S E	
	9th	10	29·477	29·495	84·8	82·8	91	S E	...	0·08	K, C	o	
	16	29·406	29·424	82·5	81·0	93	S E	...	0·56	....	....
	10th	10	29·496	29·514	84·6	81·8	87	S E	...	...	K		
	16	29·419	29·437	86·4	83·0	85	S E	...	...	K			
	11th	10	29·516	29·534	85·3	81·5	83	E	...	0·03	K		t
	16	29·441	29·459	82·6	80·5	91	S	...	0·53	K			
SAIGON ISLAND.	10th	10	29·506	29·524	85·2	83·0	91	E by N	...	...	K		
	16	29·392	29·412	84·2	82·2	91	E by N	...	0·49	C, K			
	6th	10	29·570	29·576	84	82	91	W N W	9·1*	0·20	N	b, p	
	16	29·466	29·472	87	82	79	N W	13·3*	0·70	N	b, p, v		
	7th	10	29·466	29·472	87	82	79	N	18·3*	0·69	N	b, p, v	
	16	29·318	29·354	84	81	87	W N W	19·8*	0·90	N	o, p, w		
	8th	10	29·429	29·435	85	83	91	W N W	24·0*	4·20	N	o, u, z	
	16	29·377	29·383	83	81	91	S	24·0*	0·20	N	o, w		
	9th	10	29·489	29·495	86	82	83	S S W	12·3*	0·10	N	b, v	
	16	29·410	29·416	84	82	91	S S E	14·2*	...	N	o, u		
	10th	10	29·494	29·500	86	82	83	E S E	7·6*	0·60	N	b, v	
	16	29·409	29·415	85	82	87	S E	13·9*	...	N	b		
CHITTAGONG.	11th	10	29·496	29·502	87	83	83	N E	10·3*	0·10	N	b, u, v	
	16	29·414	29·450	83	82	95	E	8·2*	0·40	N	b, v, w		
	12th	10	29·509	29·575	83	81	91	N N W	5·1*	1·10	N	o, v, u	
	16	29·392	29·398	85	82	87	N W	7·2*	1·20	N	b, p, u		
	6th	10	29·518	29·627	87	81	76	N E	4·9*	1·20	CK, C	b	
	16	29·439	29·547	86	80	75	S E	11·1*	...	K, KS	b		
	7th	10	29·544	29·654	83	80	87	E S E	6·6*	...	KS	b	
	16	29·444	29·553	83	80	87	S E	11·4*	0·10	K, KS	p, u		
	8th	10	29·544	29·654	85	81	83	S E	7·9*	...	CS	b	
	16	29·437	29·546	82	80	91	S E	10·8*	0·10	KS	v		
	9th	10	29·534	29·644	85	80	79	S E	6·2*	...	K	b	
	16	29·419	29·518	85	82	87	S S W	11·3*	...	C	b		
	10th	10	29·502	29·611	87	81	76	E S E	7·4*	0·10	CS	b, v	
	16	29·412	29·521	83	80	87	S W	12·0*	...	N	d, u		
	11th	10	29·499	29·607	87	83	83	E	4·5*	0·30	C, CS	b, v	
	16	29·447	29·558	82	80	91	S E	8·4*	0·10	KS	p, t		
MADRAS.	12th	10	29·544	29·654	84	80	83	S E	6·3*	0·10	KS, K	u	
	16	29·454	29·563	84	81	87	S E	12·7*	0·10	KS	p, g		
	5th	10	29·793	29·823	92	75	42	W S W	13*	...	....	b, c	
	16	29·609	29·639	97	77	37	W S W	9*	...	....	b, c		
	6th	10	29·734	29·761	88	75	52	S W	15*	0·16	....	b, c	
	16	29·670	29·700	91	75	44	S by E	7*	...	....	b, c		
	7th	10	29·759	29·789	90	75	47	S W by W	15*	...	....	b, c	
	16	29·683	29·713	86	77	64	S S E	7*	...	....	o		
	8th	10	29·792	29·822	88	75	52	S W	13*	0·02	....	b, e	
	16	29·682	29·712	93	74	37	W	7*	...	....	o		
	9th	10	29·789	29·819	91	76	47	S W by W	11*	...	....	m	
	16	29·681	29·711	88	78	62	E by N	10*	...	....	b, e		
CUTTACK.	10th	10	29·704	29·824	91	76	47	S W	11*	...	....	b, c	
	16	29·619	29·649	97	77	37	S W	12*	...	....	b, c		
	11th	10	29·761	29·791	87	76	58	S W	11*	0·34	....	b, c	
	16	29·641	29·671	95	78	44	S W	10*	...	....	b, c		
	6th	10	29·578	29·661	81	79	91	N N W	0·2*	0·30	N	o, d	
	16	29·488	29·571	80	77	86	N W	0·3*	...	N	d, o		
	7th	10	29·533	29·616	79	77	90	W S W	0·6*	0·30	N	o, v	
	16	29·430	29·513	79	77	90	S W	0·4*	...	N	d		
	8th	10	29·515	29·598	77	77	100	S W	0·3*	1·50	N	r	
	16	29·415	29·497	83	79	83	W S W	0·7*	...	N	o		
	9th	10	29·465	29·547	83	79	83	W S W	0·3*	0·20	KS, N	o	
	16	29·380	29·462	86	79	71	W N W	0·6*	...	KS, N			
	10th	10	29·458	29·540	83	79	83	W	0·4*	...	KS, N		
	16	29·377	29·459	87	81	76	W	0·6*	...	KS, N	cloudy		
AKYAB.	11th	10	29·505	29·587	83	79	83	W N W	0·3*	...	N	o, d	
	16	29·403	29·515	84	80	83	W	0·4*	...	N, C			
	12th	10	29·546	29·623	81	78	86	W	0·3*	1·60	N	v, d	
	16	29·440	29·523	80	78	91	W S W	0·4*	...	N	d		
	6th	10	29·640	29·655	81	78	86	S W	2	0·20	KS, N	d	
	16	29·556	29·571	83	79	83	S S W	2	...	K, KS	b		
	7th	10	29·653	29·668	80	78	91	S	1	0·80	KS	d	
	16	29·579	29·604	82	80	91	S S W	1	0·60	K, KS	o		
	8th	10	29·668	29·683	82	79	87	S S W	1	0·20	K, CK, KS	o	
	16	29·589	29·604	82	78	82	S S W	1	...	C, K, KS	g		
	9th	10	29·633	29·648	80	78	91	S S E	1	0·70	KS, N	r	
	16	29·581	29·546	81	78	86	S	1	0·10	C, CK, K, KS	b		
CALCUTTA.	10th	10	29·586	29·601	83	79	83	S S E	1	...	C, S, K, CK	b	
	16	29·476	29·491	83	79	83	S S W	1	...	C, S, K	g		
	11th	10	29·579	29·594	82	79	87	S	1	0·50	KS	b	
	16	29·519	29·534	81	79	91	W S W	1	0·50	KS, N	r		
	12th	10	29·673	29·688	84	80	83	S S W	2	1·20	K, CK, KS	b	
	16	29·586	29·601	83	79	83	S S W	1	0·10	C, K, CK	b		

* Velocity of wind in miles per hour.

CALCUTTA,
The 12th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 16TH TO 30TH JUNE 1871.
N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.				THERMOMETER.				HUMIDITY.				RAINFALL.					
	MEAN OF				MEAN OF				MEAN OF				MEAN OF					
	Mean.	4 hours.	10 hours.	16 hours.	Mean.	Max.	Min.	Day.	Mean.	4 hours.	10 hours.	16 hours.	Mean.	4 hours.	10 hours.	16 hours.		
Height above sea-level.					Mean daily range.	Mean of max.	Mean of min.	Day.	Absolute range.	Day.	Highest Max.	Lowest Min.	Day.	Mean.	4 hours.	10 hours.	16 hours.	
Port Blair	110	29.688	29.746	29.826	120	130°5	105°0	105°0	88°5	92°1	91°7	85°6	18th	93°5	80°5	70	72	
Mairas	31	29.564	29.640	29.604	109	118°5	106°0	105°0	83°6	86°0	84°3	80°8	28th	85°7	71.1	23rd	69	
Vizagapatam	15	29.640	29.676	29.604	109	118°5	106°0	105°0	82°6	86°0	80°3	80°4	28th	85°7	71.1	23rd	90	
Akyab	15	29.640	29.601	29.676	109	118°5	106°0	105°0	82°6	86°0	80°3	80°4	28th	85°7	71.1	23rd	92	
Paise Point	18°7	29.551	29.527	29.581	105	120°5	105°0	105°0	83°6	86°0	80°3	80°4	28th	85°7	71.1	23rd	86	
Cuttack	80	29.472	29.505	29.510	983	134°4	108°0	105°0	88°0	91°9	83°3	79.9	28th	97.0	75.5	88	72	
Senior Island	6	29.514	29.401	29.546	209	147°2	129°7	128°2	84°0	87.3	76	79.7	20th	90.7	73.5	23rd	87	
Chittagong	108	29.514	29.477	29.554	981	139°9	128°2	128°2	84°0	87.3	76	79.7	20th	90.7	73.5	23rd	89	
Calcutta	18°11	29.601	29.476	29.587	105	138°1	117°0	117°0	85.9	87.0	80.3	80.5	28th	94.2	82.4	80.5	86	
Jessore	97	29.568	29.488	29.541	983	143°7	116°7	117°0	85.9	87.1	80.3	80.5	28th	93.9	81.2	80.5	86	
Dacca	35	29.511	29.494	29.550	99.1	140°3	119°8	119°8	87.1	87.1	82.7	80.4	28th	93.2	81.4	81.4	82	
Cachar	8891	29.491	29.486	29.535	102	140°9	117°0	117°0	87.1	87.1	82.7	80.4	28th	93.2	81.4	81.4	82	
Hazareebaugh	2,014	27.516	27.492	27.544	27.474	27.648	27.070	148°7	117.0	117.0	117.0	117.0	29th	91.0	83	90	62.0	
Berhampore	80	29.422	29.406	29.468	29.366	29.456	29.107	136.0	19th	157.0	137.0	137.0	137.0	29th	89.0	81.7	94	91
Gya	400?	29.122	29.086	29.181	29.164	144.7	144.7	144.7	158.0	22nd	134.5	92.7	14.0	90.5	89.8	82.9	88.8	9
Patna	178	29.386	29.245	29.343	29.231	29.326	29.112	148.1	20th	161.0	127.8	120.0	95.6	20th	107.3	35.5	70	63
Monghyr	160°4	29.315	29.302	29.333	29.247	29.358	29.106	154.9	30th	160°5	22nd	150.0	91.1	12.6	78.5	82.5	73	64.6
Parjeeling	6,945	23.223	23.248	23.240	23.245	124.2	124.2	124.2	24th	160°2	22nd	11.1	61.1	69.5	62.5	24th	62.5	14
Gondpatah	386	29.136	29.128	29.174	29.089	29.165	185	151.2	24th	160°2	29th	108.5	88.1	12.2	62.7	80.0	74.0	10.8
Shillong	4,709	25.034	25.033	25.001	24.991	25.067	19.67	139.3	23rd	157.0	24th	103.5	78.7	10.0	63.7	73.0	89.0	11
Bunares	26374	29.229	29.220	29.285	29.184	29.248	181	135.4	28th	147.0	20-21st	128.0	92.7	10.9	82.4	89.0	72	87
Roorkee	8707	28.611	28.585	28.660	28.584	28.614	107.6	135.4	28th	147.0	20-21st	128.0	92.7	13.9	78.1	83.9	73	84

CALCUTTA—JUNE 1871.

Mean Barometric pressure of 16 years ... 29.543
 Ditto ditto of 1871 ... 29.522
 Defect in 1871021

Mean humidity of 16 years ... 84.9
 Ditto ditto of 1871 ... 82.8
 Excess in 1871 ... 2.1

Mean temperature of 16 years ... 81.0
 Ditto ditto of 1871 ... 80.9
 Excess in 1871 ... 0.1

Mean rainfall of 16 years ... 12.64
 Actual fall in 1871 ... 25.35
 ... 12.71

CALCUTTA,
The 14th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	29.713	88.6	65	S 19° W
Madras	29.595	86.1	78	S 72° W
Vizagapatam	29.655	80.3	68	S 12° W
Akyab	29.570	84.8	68	S 76° W
False Point	29.554	83.5	75	S 49° W
Cuttack	29.520	84.7	70	S 17° W
Saugor Island	29.626	80.6	75	S 52° E
Chittagong	29.519	82.9	68	S 6° W
Calcutta	29.536	82.1	71	S 30° E
Jessore	29.547	82.7	79	S 23° E
Dacca	29.583	83.2	24	S 32° W
Cachar	29.475	84.1	44	S 13° E
Hazareebagh	29.504	84.0	27	S 58° E
Berhampore	.....	85.8	56	S 75° E
Gya	29.468	85.1	52	N 83° E
Patna	29.477	84.6	50	S 75° E
Monghyr	29.550	84.1	56	S 15° E
Darjeeling	29.528	81.9	29	S 68° E
Gowalparah	29.525	84.4	45	S 35° W
Shillong	29.499	85.6	27	S 34° E
Benares	29.481	86.5	87	S 46° E
Koorkee	.....	.....	.....	.....

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 11th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th August 1871.

Month.	Date,	Mean reduced barometer. Inches.	THERMOMETER.				Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.				GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.	Prevailing direction.					Max. pressure.	Daily velocity.	Rain.	Moon's phases.	
August...	8th	29.407	86.0	80.5	... O	82.1	80.7	79.7	0.93	E & S E	1.6	272.3	0.30	C	Overcast. Lightning on N. W. at 8 P.M. Slight rain after intervals.
	9th	'444	88.0	80.5	133.0	82.6	81.1	80.0	.92	S E & S S E	...	240.3	0.56	...	Overcast and cumuli. Thunder at 12½ A.M. and 3 P.M. Lightning at 8 and 9 P.M. Rain at midnight, 1, 3, 8 A.M., 1 and 3 P.M.
	10th	'465	89.6	80.5	149.2	83.8	81.1	79.2	.86	S E & E S E	...	181.1	0.03	...	Overcast, cumuli, and cumulon. Thunder at 12½ A.M. Lightning at 7, 9, and 11 P.M. Light rain at 2 A.M. and 3 P.M.
	11th	'482	91.3	80.5	144.6	83.4	81.1	79.5	.88	S S E, E & S	...	181.4	0.53	...	Stratoni and cumuli. Thunder at 4 and 5 P.M. Lightning at midnight, 4½ A.M., 8 and 9 P.M. Rain at 7 and 8 A.M. and 2 P.M.
	12th	'464	87.0	81.0	129.7	83.2	81.2	79.8	.90	E by S, E N E & E by N	...	145.3	0.60	...	Chiefly cumuli. Lightning at midnight, 1 A.M., 7 and 8 P.M. Rain at 6½, 9½, 11, 12½ A.M., 1½ and 5 P.M.
	13th	'493	86.2	80.7	138.2	82.8	80.6	79.1	.89	S by E, S S E & S	...	202.7	0.25	...	Overcast and clouds of different kinds. Slight rain at 4, 5½, 10, 11 A.M., 1, 4, and 5 P.M.
	14th	'560	88.2	81.0	152.0	83.8	81.5	79.0	.88	S by E & S	...	235.2	...	...	Chiefly stratoni. Lightning on W. at 5 A.M. Drizzled at 8 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.8
The max. temperature during the past seven days	...	91.3
The max. temperature during the corresponding period of the past year	...	91.8
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.85
	Inches.	
The total fall of rain from 8th to 14th	... { by lower rain gauge	2.27
	... { by anemometer gauge	1.97
Ditto ditto average of seventeen previous years	...	3.20
Ditto between the 1st January and the 14th August	...	69.94
Ditto ditto ditto ditto, average of seventeen previous years...	44.00	

GOPEENAUTH SEN,
In charge of the Observatory.

The 15th August 1871.

GOVERNMENT OF BENGALE.

PUBLIC WORKS DEPARTMENT.

Irrigation Branch.

Irrigation Operations of Lower Bengal up to 31st May 1871.

Circle,	Canal,	WATER SUPPLIED DURING						APPROXIMATE AREA IRRIGATED DURING						RAINFALL.						NAVIGATION RETURNS.						CHIEF IRRIGATION.					
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	REMARKS.							
Orissa	High Level	...	No information.	Cuttack	...	...	...	...	...	...	...	...	...	420	97	482	Local	....	182	No information.	...	...	...	...			
	Kendrapara	7	1,262	461	6408	Ditto	...	...	...	...	...	...	...	420	97	482	Through	...	410	940	17,741	36,317	...	...					
	Taldunda	8	1,300	725	125	Ditto	...	...	...	...	...	...	...	420	97	482	Local	...	20	866	1,008	...	...	...				
	Midnapore	8	875	...	...	Midnapore	166	166	...	...	...	...	...	166	990	1390	907	Government	80	1,970	19,866	1,431	...	Rice	...						
S. W. Circle	Panchnora	6	240	...	...	Howrah	...	...	...	...	...	...	...	900	1405	Not available	Local	...	14	271	2240	7,719	...	...	...			
	Tidal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	IRRIGATION.																														
	High Level	...	...	...	...	...	...	...	...	...	...	...	...	47	82	15	47	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kendrapara	...	...	...	...	...	...	...	...	...	...	...	...	2,161	1,920	931	2,161	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Taldunda	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Midnapore	...	...	...	...	...	...	...	...	...	...	...	...	35	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Panchnora	...	...	...	...	...	...	...	...	...	...	...	...	35	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Orissa	High Level	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kendrapara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Taldunda	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Midnapore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Panchnora	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

The 6th July 1871.

T. M. KIRKWOOD, c.s.,
Canal Revenue Superintendent, Bengal.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Talhundah Canal during the month of March 1871.

LENGTH OF CANAL OPEN, 7 MILES.

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.			STORES AND MATERIALS FOR IRRIGATION WORKS.			ABSTRACT.			Remarks.							
		Approximate value of cargo. Maunds.	Tons. Tons.	Ton- mile- age.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo. Maunds.	Tons. Tons.	Ton- mileage.	Tollage.								
15	Paddy	4,500	0	0	4,626	Rs. As. P.	11	9	1	36	Laterite stone	73,440	74,626	...	...	Rs. As. P.		
1	Salt	1,100	0	0	250	...	0	10	0	...	...	...	...	...	8,880	372	1,860	
2	Sundree wood	430	0	0	264	...	0	10	2	16	Ghooting Lime	9,453	8,528	...	...	82,868	2,970	41,720
4	Straw	840	0	0	692	...	1	11	9	...	...	...	...	...	...	...	...	...
1	Fuel	210	0	0	117	...	0	4	8	...	...	...	...	...	...	...	...	...
2	Gumna	500	0	0	230	...	0	9	2	...	...	...	...	...	...	...	...	...
2	Lime	500	0	0	450	...	1	2	0	...	...	...	...	...	...	...	...	...
4	Table, &c.	800	0	0	3,464	...	0	12	3	...	...	...	...	...	...	...	...	...
31	Empty	...	...	...	...	...	8	10	5	...	...	...	...	...	...	...	...	...
62		8,880	0	0	10,391	372	1,860	25	15	6	52	82,868	83,164	2,970	41,720	207	14	1
																91,811	3,342	43,680

N.B.—For other statements for March 1871, see supplement to the *Calcutta Gazette* of the 21st June 1871.

The tonnage shown is
that of the boats and
not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE

Statement showing the amount of Traffic and Tolls on the Kendrapara Canal during the month of May 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the 1st Section of the High Level Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.				THROUGH TRAFFIC TO AND FROM THE BRAMINEE DIVISION.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				
Nature of cargo.	Approximate value of cargo.	Tonnage. Tons.	Maunds.	Nature of cargo.	Approximate value of cargo.	Tonnage. Tons.	Maunds.	Nature of cargo.	Approximate value of cargo.	Tonnage. Tons.	Maunds.	Nature of traffic.	Tonnage.	Ton mileage.	Tollage.	
		Rs.				Rs. As. P.			Rs. As. P.		Rs. As. P.					
2 Passengers, 9 in No.	... 0 0	... 533	... 6	0 5 0	8 Empty	... 71	... 738	... 10 14 0	10 5 10	3 Gyles	... 65 0	0 1,630	... 38	Local ...	645 12	1,271 ^{1/2}
4 Paddy and rice.	... 300	... 533	... 6	2 11	2 Office furniture and stationery.	... 1,000	... 1,000	... 10 14 0	10 14 0	3 Charcoal	... 47 0	0 1,425	... 11	Through ...	1,000 0	571 ^{1/2}
20 Empty	... 1,059	... 1,059	... 6	6 0 3	1 Passengers, 12 in No.	... 1,10 0	... 1,10 0	... 0 0 0	0 0 0	2 Shutters	... 1,000 0	0 1,012	... 12	Irrn. works	2,083 4	1,396 ^{1/2}
1 Firewood	15 0 0	343	... 6	1 10 0	1 10 0	... 15 0	... 15 0	1 Laterite stone	6 4 0	319	... 1 8 0	... 0	... 48 6 8	3,259 ^{1/2}	163 ^{1/4}	
6 Straw	35 12 0	625	... 6	4 0 0	4 0 0	... 15 0	... 15 0	1 Cill stone	2 4 0	166	... 2 4 0	... 0	... 48 6 8	3,259 ^{1/2}	163 ^{1/4}	
1 Jaggery	150 0 0	170	... 6	1 8 0	1 8 0	... 30 0	... 30 0	1 Teak plank	0 8 5	85	... 0 8 5	... 0	... 48 6 8	3,259 ^{1/2}	163 ^{1/4}	
4 Lime	145 0 0	845	... 6	3 15 2	3 15 2	... 20 0	... 20 0	1 Door frame	0 7 3	39	... 0 7 3	... 0	... 48 6 8	3,259 ^{1/2}	163 ^{1/4}	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,729 0	348 ^{1/4}
38	645 12 0	3,675	127 ^{1/2}	10 1 11	11	1,000	1,000	21 10 7	21 10 7	12	... 2,083 4	0 4,566	163 ^{1/4} 3,259 ^{1/2}	48 6 8	6,785 ^{1/2}	
															3,729 0	348 ^{1/4}

N.B.—The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE

Statement showing the amount of Traffic and Tolls on the Tadzhuk Canal during the month of May 1871.

LENGTH OF CANAL OPEN: 7 MILES.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 24 MILES.

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.						
		TONNAGE.		Ton mileage. Mounds.	Tolls. Tons.	Nature of cargo.	TONNAGE.		Ton mileage. Mounds.	Tolls. Tons.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tolls.	
		Rs.	7				Rs. As. P.	25					Rs. 7,719	271	Rs. 2,240	63 8 0
1	Coal	...	7	50	..	..	Rs. As. P.	25	100	...	0 8 0	80	Rs. 7,719	271	Rs. As. P.	63 8 0
* 1	Cotton	...	900	450	..	..	2 13 0	1	Rammers	...	..	..	1 14 0	14	1,026	29 12 0
* 4	Firewood	36	125	275	..	..	1 5 0	1	Khoa	..	..	0 12 0	12	1,026	29 12 0	
* 2	Jaggery & sugars	81	125	2475	..	..	0 10 6	3	Lime-refuse	..	..	13 4 0	12	1,026	29 12 0	
6	Oil and oilseeds	5,700	2,475	225	..	..	15 7 6	8	Ghoshing	..	..	13 6 0	12	1,026	29 12 0	
2	Paddy and rice	145	400	400	..	..	1 2 0	..	Empty	..	..	..	..	..	..	..
2	Garden produce	218	800	800	..	..	2 8 0	..	..	..	..	..	..	..	..	..
1	Salt	600	50	50	..	..	1 14 0	..	..	..	..	..	..	..	..	..
1	Hoglah	5	25	25	..	..	0 4 0	..	..	..	..	..	..	..	..	..
1	Tobacco	7	Logs 250	Logs 250	..	..	0 2 6	..	..	..	..	..	..	..	..	..
1	Rafts of bamboos	20	3,225	3,225	..	..	0 10 0	..	..	..	..	..	..	..	..	..
30	Empty	..	No. 169	No. 169	..	..	16 8 0	..	..	..	..	..	..	..	..	..
98	Passengers	..	..	..	..	..	0 13 7 $\frac{1}{2}$	..	..	..	..	..	..	..	..	..
..	Mis. revenue	..	..	..	..	..	0 1 10 $\frac{1}{2}$	..	..	..	..	..	..	..	..	..
80		7,719	7,600	271	2,240	53	8 0	14		299	4,825	172	1,026	29 12 0	94	8,018
																443
																3,266
																83 4 0

The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgellee Tidal Canal during the month of May 1871.
LENGTH OF CANAL OPEN. 26 MILES.

LOCAL TRAFFIC.

STORES AND MATERIALS FOR IRRIGATION WORKS.

ABSTRACT.

Number of boats.	Nature of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Rs. As. P.	Rs. As. P.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage. ton mileage.	Tollage.	Rs. As. P.	
		Mounds.	Tons.															
236	Paddy	100	33,664	87,050	1,140 10 6	25	Ghooting	...	7,075	...	...	69	3 0	69	10,418	400 ²	112 13 3	
63	Rice	100	2,947	23,495	1,28 3 9	1	Sourke	...	750	...	...	8	7 0	7,588	1,97,283	2,264 2 3		
10	Firewood	100	1,200	1,200	10 3 9	2	Laterite stone	...	375	...	...	4	3 6	...	...	...	...
6	Vegetables	100	88	310	2 5 6	2	Pile driving engine	...	140	...	...	2	4 6	...	...	...	...
6	Bamboos, No. 575	61	...	43,450	1 7 0	1	Monkey-engine	...	20	125	...	0	10 0	...	...	...	...
375	Empty	100	...	...	495 14 3	1	Timber	...	200	900	...	1	0 0	...	...	...	...
9	Passengers, No. 33	...	670	865	5 15 0	2	Ghooting lime	...	1,600	225	...	2	8 0	...	...	...	...
6	Pottery	100	83	...	5 4 3	1	Empty	...	45	160	...	0	12 0	...	...	...	...
1	Furniture	60	20	...	0 5 3	24	...	...	2,180	...	...	23	12 9	...	...	...	...
4	Timber, No. 60	1,144	365	...	9 6 6	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Hetalwood	60	275	...	1 11 0	...	...	...	...	...	...	...	...	...	...	...	...	...
48	Halt	100	43,304	20,100	185 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Mats	100	4,450	2,200	11 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Jaggery	100	618	465	2 5 3	...	...	...	...	...	...	...	...	...	...	...	...	...
5	Clothes	100	8,550	815	4 2 9	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Mustard oil	60	60	...	0 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Potatoes	137	1,095	...	6 15 0	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Jute	735	700	...	3 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Saud	34	975	...	4 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Straw	26	1,205	...	6 0 6	...	...	...	...	...	...	...	...	...	...	...	...	...
53	Tobacco	24,480	16,785	...	160 11 6	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Sugar	600	625	...	3 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Iron	1,20	950	...	12 1 0	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Betel	236	685	...	3 2 9	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Lime	368	1,625	...	11 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Grain	3,500	1,500	...	14 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Grass	225	2,650	...	13 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Plant	10	60	...	0 15 6	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Soodree wood	70	100	...	0 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Coal	710	2,775	...	13 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Plank	100	200	...	1 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Plantain	30	100	...	0 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Nut	60	60	...	0 4 9	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Plate	...	450	...	0 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Water	...	...	...	2 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...
					1,97,288	2,264 2 3				400 ²	10,418	112 13 3	946					
					7,588	1,129,460	3,156	8,156		400 ²	11,920	3,156	1,31,356	2,07,706	2,07,706	2,07,706	2,07,706	2,07,706

The tonnage shown above is that of the boats and not of the cargo.

G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offy. Ass't. to Chief Engr., and Jt.-Secy., P. W. D., Irrigation Branch, Bengal.

CALCUTTA,
 The 5th August 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Distance from Cuttack to Terminal Lock at Tide Water, 42 miles.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of June 1871.

LENGTH OF CANAL OPEN, 25 MILES.

The tonnage shown is that of the boats and net of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

*Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of June 1871.
LENGTH OF CANAL OPEN, 15 MILES.*

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.			STORES AND MATERIALS FOR IRRIGATION WORKS.			ABSTRACT.			
		Approximate value of cargo. Mounds.	TONNAGE		Nature of cargo.	Approximate value of cargo. Tons.	TONNAGE		Nature of traffic.*	Value of traffic.	Tonnage.
			Mounds.	Tons.			Maunds.	Tons.			
11	Paddy	1,100	3,437	14 13 6	27	Laterite stone	775	37,886	94 11 5	70	Local Irr. works
1	Straw	13	235	1 2 10	7	Coarse lime	975	4,110	10 4 5	157	...
1	Salt	425	147	0 11 9	9	Sandenter's stone	275	4,086	10 3 5	...	...
1	Fuel	33	484	1 15 4	35	Bubble stone	655	15,698	39 0 4	...	...
2	Coarse lime	15	120	0 9 7	1	Crane boat	609	...	1 8 4	...	...
16	Empty	...	2,213	...	78	Empty	20,843	...	62 1 8	...	...
5	Demurrage	...	...	...	...	...	...	...	...	...	...
26	Passengers, No. 2,000	...	...	...	...	...	...	...	...	...	...
	Carries to Jugernath, 5	...	...	...	...	...	...	...	...	...	...
7	Empty	17	1,302	...	...	...	...	...	...	...	...
	Timber (20)	...	17	...	...	...	...	...	...	...	...
70		1,603	7,938	282	2,384	43 5 8	157	4,680	83,141	5,971	41,412 207 13 7
											227
											6,283
											3,253
											43,706
											251 3 3

The tonnage shown is that of the
large boats and not of the
small boats.

The tonnage shown is that of the
large boats and not of the
small boats.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of June 1871.

LENGTH OF CANAL OPEN FOR IRRIGATION, 15 MILES, AND FOR NAVIGATION, 6 MILES.

Number of boats or rafts.	Nature of cargo.	Ap-proxi-mate value of cargo.	TONNAGE.			Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	ABSTRACT.			REMARKS.
			Maunds.	Tons.	Ton mile-age.					Tonnage.	Ton mile-age.	Tollage.	
1	Laterite stone	... 230	285	...	...	Rs. As. P. 0 11 4	...	...	Rs. As. P. ....	...	...	...	Rs. As. P. ...
2	Burnt bricks	... 225	570	...	...	1 6 9	6	Irrgn. works.	455 0 0	45	270	3 3 1	
3	Empty boats	... ...	427	...	...	1 1 0	...	...	....	...	...	...
6		—	455	1,282	45	270	3 3 1	6	455 0 0	45	270	3 3 1	The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of June 1871.

LENGTH OF CANAL OPEN, 24 MILES.

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.				ABSTRACT.				REMARKS.
		TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	
		Maunds.	Tons.							
16	Firewood ...	Rs.				Rs. As. P.		Rs.		Rs. As. P.
12	Jaggery and sugar ...	96	800	...	...	5 0 0	97	Local ...	3,645	176 672 32 8 2
12	Metals ...	377	250	...	...	1 4 0	...	...	...	...
1	Miscellaneous ...	2,200	1,000	...	...	5 0 0	...	...	...	...
12	Oil and oil-seeds ...	20	150	...	...	0 12 0	...	...	...	...
12	Paddy and rice ...	592	250	...	...	1 4 0	...	...	...	...
3	Garden produce ...	34	125	...	...	0 10 0	...	...	...	...
2	Tobacco ...	38	150	...	...	0 11 6	...	...	...	...
1	Rafts of bamboos, logs 50 ...	285	100	...	...	0 8 6	...	...	...	...
21	Empty boats ...	3	...	...	...	0 2 0	...	...	...	...
45	Passengers, No. 185	...	2,125	...	...	9 11 6	...	...	...	...
	Miscellaneous revenue ...	...	...	...	...	1 7 1	...	...	...	...
07		3,645	4,950	176	672	32 8 2	97		3,645	176 672 32 8 2

The tonnage shown is that of the boats and not of the cargo.

CALCUTTA,
the 12th August 1871.

Officer Ass't to Chief Master

G. A. SEARLE, Lieutenant-Colonel, S. C.,
and Joint-Servy, P. W. D., Irrigation Branch, Bengal.

CALCUTTA: PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

CALCUTTA: PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

No. 34

of 1871



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, AUGUST 23, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 19th August 1871.

Number.	District.	Date of return from each district.	Rainfall at sudder station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	... Aug. 18th	2	Fair in the north, rainy and favorable in the south.	Both crops of rice good. "Murwa" has suffered from rains.	
2	Monghyr	... , 19th	2.7	Favorable ...	Bhadoi much damaged. Amun Good.	
3	Purneah	... , 11th	3.8	Rainy, but good for the crops.	Good.	
4	Rajmehal	... , 19th	2.7	Rainy and cloudy	Paddy thriving.	
5	Deoghur	... , 19th	6.8	Rainy ...	Bhadoi damaged by the rains. Amun good.	
6	Nya Doomka	... , 19th	3.5	Rainy ...	Very promising.	
7	Gedda.					
8	Pakour	... , 19th	1.5	Seasonable ..	Paddy promising.	
9	Jamtara.					
10	Patna	... , 19th	2.9	Rainy and cloudy	Rice promising, but injury apprehended from rising of rivers in the interior.	
11	Gya	... , 19th	6.7	Very rainy ...	Bhadoi injured. Rice fair.	
12	Chumparun	... , 12th	4	Cool and then hot	Excellent.	
13	Sarun *	... , 12th	10.1	Hot and stormy, and then rainy.	Bhadoi half destroyed by rains. Much loss apprehended.	
14	Shahabad	... , 19th	6.7	Rainy ...	Both crops of rice much affected by excessive rain	
15	Tirhoot	... , 12th	.9	Fine ...	As in last week	
16	Rajshahye	... , 17th	3.7	Rainy and squally	Ous much damaged by water. Amun partly so. Jute good.	
17	Bograh.					
18	Dinapore	... , 12th	1.3	Very sultry ...	Favorable, but more rain needed.	
19	Maldah	... , 11th	1.2	Occasional rains ...	Good, but 4 annas Bhadoi crop damaged by floods in thannah Goregoribah.	
20	Moorshedabad	... , 19th	*	Rainy ...	Very gloomy. Fully a third of the district under water, owing to the bursting of the Bhagiruthie embankment.	* Not received.
21	Pubna	... , 19th	2.7	Fine and seasonable	Ous partially inundated. Amun generally good.	
22	Rungpore	... , 12th	.8	Very sultry ...	Ous being cut, it has been good. Indigo and other crops good.	
23	Burdwan	... , 19th	10.2	Very rainy ...	Ous damaged. Amun good. Damage apprehended from the inundation of Damoodah.	
24	Bancoorah	... , 19th	5.7	Sultry and rainy.	Paddy in low lands damaged.	
25	Beerbohm	... , 19th	7.5	Very rainy ...	Very good.	
26	Hooghly	... , 19th	9.4	Rainy and cloudy.	Favorable; but in very low lands crops have been damaged.	
27	Howrah	... , 19th	2.8	Favorable ...	Rice favorable.	
28	Midnapore	... , 18th	4.8	Very rainy ...	Rains and inundation have done some injury to the crops.	
29	Nuddea	... , 19th	4.4	Rainy and cloudy.	Ous very much damaged by the floods. Amun pretty good.	
30	Jessore	... , 18th	4.5	Rainy and favorable	Ous reaped. Amun promising. Some injury done by inundation.	
31	24-Pergunnahs	... , 19th	3.2	Rainy and cloudy.	Generally good, though some injury has been done both to the Ous and the Amun crops.	
32	Dacca	... , 11th	.3	Dry and hot ...	Good.	
33	Backergunge	... , 12th	.8	Rainy and sunny	Favorable; but towards the south some injury has been done by rain to Ous and Amun.	
34	Furreedpore	... , 19th	2	Rainy and cloudy.	Good.	
35	Mymensing	... , 12th	1	Generally fine ...	Crops of rice usual. Jute being cut. Brahmaputra falling.	
36	Sylhet	... , 14th	5.1	Excessively sultry..	More rain immediately wanted prospect doubtful.	
37	Cachar	... , 12th	2.4	Fair ...	Good. Three-fourths of the early crops cut.	
38	Chittagong	... , 11th	1.7	Seasonable ...	Satisfactory.	
39	Noakhally or Bulloohah	... , 11th	1.7	Fair ...	Good.	
40	Tipperah	... , 12th	2.5	Warm ...	Very good.	
41	Hill Tracts of Chittagong.	... , 6th	2	Rainy and cloudy..	Prosperous.	
42	Cuttack	... , 12th	2.4	Good ...	Good.	
43	Balasore	... , 10th	1.8	Rainy, and then fair.	Prosperous. No injury done yet by the rising of the rivers in the districts.	
44	Poore	... , 11th	1.8	Rainy ...	Rice generally good, but crops in many places have suffered either from want of rain or from floods	
45	Hazareebaugh	... , 19th	5.4	Seasonable ...	Fair weather would be of benefit to all crops.	
46	Lobardugga	... , 18th	3.8	Very rainy ...	Very favorable. Bhadoi injured by rains.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 23, 1871. 569

Number.	District.	Date of return from each district.	Rainfall at smaller station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
47	Mgungbhoom	Aug. 19th	6.7	Very rainy ...	Generally favorable, but injury done to Indian-corn, pulses, and rice crops.	
48	Singbhoom	" 12th	9.8	Very rainy	Very favorable.	
49	Durrung	" 12th	1.7	Rain and sun ...	Fair. Paddy being transplanted.	
50	Nowgong	" 12th	8.1	Rainy ...	All good if the rains continue.	
51	Seebaugor	" 12th	7.1	Close; sultry ...	Good.	
52	Kamroop	" 12th	1.5	Dry and sultry ...	Ous reaped. Only $\frac{5}{4}$ of the Amun expected for want of rain.	
53	Luckimpore.					
54	Khasi and Jyntheah Hills	" 11th	1.5	Favorable ...	Promising.	
55	Naga Hills.	" 11th	2.4	Dry and sultry ...	Bhadoi and Hemuntee or Amun injured for want of rain. Jute good.	
56	Julpigoree	" 12th	5.3	Rainy ...	Salee or Amun not doing well for want of sufficient rain.	
57	Gowalparah	" 12th	1.6	Fair ...	Good.	
58	Garo Hills	" 12th	5.2	Healthy ...	As reported last week.	
59	Darjeeling	" 12th	*	Great want of rain	Crops suffering from want of rain.	* No rain-gauge.
60	Cooch Behar	" 12th				

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :

The 22nd August 1871.

C. BERNARD,

Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0'80	3'50	42'78	13th Aug. 1871.	
	Jail ...	0'99	3'76	38'47	ditto.	
	False Point ...	2'10	Not received	37'00	6th Aug. 1871.	
	Jajipore ...	2'95	ditto	54'61	ditto.	
	Kendraparah ...	1'50	ditto	29'20	ditto.	
	Jugutsingapore ...	1'00	ditto	31'23	ditto.	
	Sumibpore ...	Not received	ditto	25'77	30th July 1871.	
	Balasore ...	2'43	4'03	40'52	13th Aug. 1871.	
	Bhuddruck ...	2'19	8'46	44'09	ditto.	
	Pooree ...	1'00	1'62	38'10	ditto.	
CHOTA NAGPORE.	Khoordah ...	1'05	2'38	38'67	ditto.	
	Hazareebaugh ...	3'01	11'29	35'43	ditto.	
	Burhee ...	1'86	5'28	31'20	ditto.	
	Pachamba ...	4'32	5'78	39'44	ditto.	
	Ranchee ...	3'49	6'45	42'22	ditto.	
	Palamow ...	0'63	3'12	33'15	ditto.	
	Purulia ...	2'91	5'71	43'73	ditto.	
	Gobindpore ...	2'93	4'53	30'04	ditto.	
	Chyebassa ...	1'60	12'09	42'16	ditto.	From 12th June.
	Patna ...	1'47	1'09	33'41	ditto.	
PATNA.	Behar ...	2'59	Not received	35'33	6th Aug. 1871.	
	Barh ...	0'83	0'21	23'30	13th Aug. 1871.	
	Dinapore ...	1'30	2'80	30'59	ditto.	
	Gya ...	1'25	7'37	34'65	ditto.	
	Sherghatty ...	1'44	5'58	28'35	ditto.	
	Nowadah ...	1'60	8'58	33'90	ditto.	
	Arungabad ...	2'57	7'90	26'06	ditto.	
	Chumparan ...	Nil	2'30	24'07	ditto	... Not received 17th to 30th July. From 5th June.
	Bettiah ...	0'30	2'55	27'88	ditto	
	Chuprah ...	0'13	10'13	41'83	ditto.	
BHARGULPORE.	Sewan ...	0'50	Not received	28'37	6th Aug. 1871.	
	Mozufferpore ...	Nil	2'41	36'09	13th Aug. 1871.	
	Durbhangah ...	2'39	0'27	42'58	ditto	
	Seetamaree ...	0'60	1'40	30'86	ditto	
	Tajpore ...	0'85	3'50	31'09	ditto	... Not recorded 6th to 19th March. ... 1st April.
	Mudhubani ...	0'29	0'70	27'22	ditto	... 1st April. ... 22nd May.
	Hajipore ...	1'41	0'76	19'51	ditto	
	Arrah ...	1'09	9'41	35'87	ditto.	
	Buxar ...	1'90	8'30	45'35	ditto.	
	Sasseram ...	1'60	4'15	29'15	ditto.	
RAJSHARIE.	Bhubhooah ...	1'18	3'26	36'93	ditto.	
	Benares ...	1'75	Not received	27'38	6th Aug. 1871.	
	Bhangulpore ...	2'41	0'95	25'96	13th Aug. 1871.	Not received 10th to 16th July.
	Mudheypoora ...	2'60	0'95	30'57	ditto	
	Banks ...	1'52	1'99	30'65	ditto.	
	Moughyr ...	0'61	2'91	35'08	ditto.	
	Jamooie ...	0'74	1'81	33'23	ditto.	
	Begoosari ...	0'12	2'37	29'19	ditto.	
	Deoghur ...	2'78	3'55	40'40	ditto.	
	Jamтарa ...	3'30	3'40	43'78	ditto	... From 13th Feb.
Burdwan.	Rajmehal ...	0'50	0'50	38'80	ditto	... From 12th Feb.
	Pakour ...	1'90	0'14	25'34	ditto	... From 21st May.
	Purneah ...	3'37	1'95	42'52	ditto	
	Kishengunge ...	3'02	1'75	34'26	ditto	... From 13th June.
	Arraria ...	0'30	2'86	30'54	ditto	... From 26th June.
	Rampore Beauleah ...	7'09	0'28	48'13	ditto.	
	Nattore ...	4'20	0'71	53'01	ditto.	
	Bograh ...	0'28	0'65	58'63	ditto.	
	Dinagepore ...	3'35	0'50	48'67	ditto.	
	Maldah ...	2'50	0'71	32'65	ditto.	
CONTAL.	Berhampore ...	4'21	2'66	44'07	ditto.	
	Jungipore ...	4'13	0'61	38'64	ditto.	
	Lalbagh ...	2'84	3'98	36'70	ditto	... From 16th Jan.
	Jamookandi ...	3'48	3'25	31'76	ditto	... From 17th April.
	Pubna ...	7'81	1'64	52'42	ditto.	
	Coomercolly ...	Not received	Not received	5'02	23rd April 1871.	Not recorded from 1st May.
	Serajgunge ...	0'92	0'58	53'20	13th Aug. 1871.	
	Rungpore ...	0'90	0'50	62'20	ditto.	
	Bhowanigunge ...	0'92	0'35	45'63	ditto	... From 22nd June.
	Titalya ...	1'80	3'56	47'98	ditto.	
JORDAHL.	Burdwan ...	2'78	2'82	38'35	ditto.	
	Cutwa ...	4'75	1'62	39'19	ditto.	
	Cuina ...	2'67	2'10	45'92	ditto.	
	Bood-Bood ...	2'74	4'35	41'93	ditto.	
	Bancoorah ...	2'98	2'63	42'65	ditto.	
	Rameegunge ...	1'95	4'28	36'48	ditto.	
	Sooree ...	3'46	2'43	34'12	ditto.	
	Hooighly ...	4'90	3'00	52'27	ditto.	
	Serampore ...	4'18	3'20	31'40	ditto	... From 20th Mar., and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30'37	23rd July 1871.	From 6th Feb., and not received 10th to 16th July.
GURBETTA.	Howrah ...	5'23	2'82	70'04	13th Jun. 1871.	
	Midnapore ...	4'16	3'38	48'56	ditto.	
	Contai { Dy. Collr.'s Office ...	2'16	10'74	54'45	ditto.	
	Engr's. Office ...	2'35	11'45	63'17	ditto.	
TUMLUKE.	Gurbetta ...	0'85	3'92	43'77	ditto	... From 6th Feb.
	Tumluke ...	Not received	Not received	46'18	16th July 1871.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 23, 1871. 571

Divisions.	Stations.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
			Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	0.97	1.30	40.11	13th Aug. 1871.
	Bongong	2.49	2.21	50.12	ditto.
	Ranaghat	1.33	3.42	41.96	ditto.
	Meherpore	3.74	2.09	39.28	ditto.
	Choosadangah	3.30	1.55	55.80	ditto.
	Kooshteah	1.58	2.38	56.49	ditto.
	Jessore	0.78	1.96	57.86	ditto.
	Khooinah	1.90	1.57	50.08	ditto
	Jenidah	1.65	1.61	61.71	ditto
	Nurail	1.07	0.52	45.11	ditto
	Magoorah	0.04	Not received	29.67	6th Aug. 1871.
	Bairghaut	3.53	1.73	53.15	13th Aug. 1871
	Saugor Island	1.60	10.80	68.70	ditto.
	Calcutta	3.79	2.28	68.59	ditto.
	Alipore { Jail	3.09	2.96	74.11	ditto.
	Alipore { Hospital	2.79	2.84	72.88	ditto.
	Barrackpore	3.37	Not received	65.24	6th Aug. 1871.
	Dum-Dum	2.02	ditto	48.15	ditto.
	Baraset	5.36	ditto	47.91	ditto.
	Satkerah	2.80	ditto	52.51	ditto.
	Busseerhaut	2.98	ditto	52.56	ditto.
	Diamond Harbour	2.27	ditto	61.23	ditto.
	Barriopore	2.91	ditto	61.68	ditto.
DACC.	Dacca { Telegraph Office	2.19	1.36	67.11	13th Aug. 1871.
	Dacca { Jail	1.80	1.10	63.60	ditto.
	Burrisal	1.55	1.88	63.80	ditto.
	Dowlat Khan	3.14	3.51	66.70	ditto.
	Perozepore	2.48	1.53	56.63	ditto.
	Madaripore	2.02	0.76	49.85	ditto
	Furreedpore	1.49	0.39	63.76	ditto.
	Gonulundo	1.44	0.28	33.73	ditto
	Mymensing	2.26	0.65	72.76	ditto.
	Jamalpore	0.95	Not received	47.52	6th Aug. 1871.
	Atteah	0.25	Nil	75.67	13th Aug. 1871.
	Kishoregunge	1.27	2.60	75.72	ditto.
	Sylhet	1.08	5.11	88.99	ditto.
CHITTAGONG.	Cachar	1.83	Not received	59.39	6th Aug. 1871.
	Hylakandy	1.84	ditto	59.45	ditto
	Koyah	...	Not received	56.76	30th July 1871
	Chittagong { Telegraph Office	2.70	1.20	69.68	13th Aug. 1871.
	Chittagong { Jail	2.77	1.00	74.73	ditto.
	Cox's Bazar	2.64	Not received	113.84	6th Aug. 1871.
	Rangamata Hill	2.45	ditto	65.83	ditto.
	Noakhally	4.88	2.11	81.91	13th Aug. 1871.
	Tipperah	3.65	0.47	70.32	ditto.
	Brahmanbariah	1.40	3.57	75.07	ditto.
COOCH BEHAR.	Akyab	2.70	5.80	142.90	ditto.
	Buxa	4.84	1.96	120.99	ditto.
	Gowalparah	1.95	3.35	69.92	ditto
	Dhoobree	1.20	0.80	43.61	... Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills)	1.85	1.00	70.08	ditto.
	Darjeeling { Telegraph Office	Not received	Not received	70.69	31st July 1871.
	Darjeeling { Hospital	2.20	4.80	72.13	13th Aug. 1871.
	Rungbee	...	Not received	56.50	30th June 1871.
	Falacottah	0.98	ditto	43.97	6th Aug. 1871.
	Julpigooree	0.23	2.23	60.80	13th Aug. 1871.
ASSAM.	Boda	...	Not received	0.58	41.83 ditto ... Not received 31st July to 6th Aug.
	Tezapore	...	4.76	Not received	56.56 6th Aug. 1871.
	Nowgong	...	0.89	ditto	54.16 ditto.
	Mungledeye	...	0.04	ditto	42.91 ditto.
	Burpettah	...	1.35	ditto	54.62 6th Aug. 1871.
	Gowhattay	...	1.29	1.32	40.38 13th Aug. 1871.
	Seesbaugor	...	2.86	Not received	68.90 6th Aug. 1871.
	Jorehaut	...	0.76	ditto	58.72 ditto ... From 27th Feb.
	Golaghat	...	3.46	ditto	73.53 ditto.
	Nazeerah	...	4.12	ditto	66.60 ditto.
CALCUTTA,	Debrooghur	...	3.35	ditto	72.21 ditto.
	Suddya	...	Not received	59.31	30th July 1871.
	Shillong	...	1.93	ditto	46.81 6th Aug. 1871.
	Cherrapoonjee	...	3.59	6.56	213.10 13th Aug. 1871
	Jowai	...	1.59	Not received	77.44 6th Aug. 1871.
	Samoogoodting	...	Not received	30.20	30th July 1871.

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

The 19th August 1871.

Meteorological Telegraphic Report for the period 13th to 19th August 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humid- ity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	13th Aug.	10	29.538	29.556	82.5	80.0	89	S	...	0.31	....	o
		16	29.470	29.488	83.5	81.2	89	S by E	...	...	....	o, d
	14th	10	29.605	29.623	83.2	81.9	95	S by E	...	0.06	13	....
		16	29.507	29.525	86.4	83.0	85	S by E	...	...	S	....
	15th	10	29.602	29.620	83.3	82.3	95	S S E	...	...	....	o, d
		16	29.519	29.537	85.3	82.5	87	S by W	...	...	....	o
	16th	10	29.579	29.597	80.0	79.0	95	S S W	...	0.56	....	o, d
		16	29.523	29.541	80.0	79.0	95	S S W	...	1.01	....	o, d
	17th	10	29.666	29.684	83.7	81.7	91	S S W	...	...	....	o, d
		16	29.571	29.589	85.5	81.2	81	S by W	...	...	S	....
SAUGOR ISLAND.	18th	10	29.722	29.740	85.7	79.0	72	S W	...	0.92	K	....
		16	29.610	29.638	88.2	81.5	74	S W	...	...	S, K	....
	19th	10	29.683	29.701	84.7	81.5	85	S S W	...	0.02	S	....
		16	29.596	29.614	85.4	81.5	83	S by W	...	...	S	....
	13th	10	29.558	29.564	84	81	87	S S W	25.4*	1.40	N	b, v, u
		16	29.498	29.504	86	82	83	S S E	19.4*	...	N	b
	14th	10	29.622	29.628	86	82	83	S S E	14.8*	...	N	b
		16	29.528	29.534	86	84	91	S S E	14.8*	...	N	b
	15th	10	29.615	29.621	81	80	95	N E	8.8*	0.30	N	g, o, r
		16	29.557	29.563	83	80	87	S S W	19.5*	2.10	N	o, r
CHITTAGONG.	16th	10	29.633	29.639	79	78	95	W	23.2*	1.40	N	b, r
		16	29.557	29.563	83	82	95	S	23.5*	0.40	N	b, o, u
	17th	10	29.687	29.693	86	83	87	S	16.3*	0.10	N	b, m
		16	29.604	29.610	86	83	87	S S E	17.9*	...	N	b
	18th	10	29.744	29.750	88	84	83	S S W	14.8*	...	K	m, g
		16	29.636	29.642	89	82	73	S S E	15.9*	...	K	b
	19th	10	29.704	29.710	88	83	80	S S W	11.3*	0.40	K	b, v
		16	29.614	29.620	86	82	83	S S W	15.6*	...	N	o
	13th	10	29.574	29.684	85	80	79	S S E	8.3*	0.30	K, KS	b, g
		16	29.502	29.612	84	81	87	S	13.6*	...	KS	w
MADRAS.	14th	10	29.642	29.753	81	79	91	E	6.9*	0.80	KS	m, p
		16	29.544	29.654	83	80	87	S	10.5*	...	K, KS	p
	15th	10	29.609	29.719	82	80	91	S	6.7*	0.10	K, KS	p
		16	29.519	29.630	81	79	91	S E	10.0*	0.10	KS	p
	16th	10	29.644	29.755	79	77	90	S	9.9*	1.70	KS	p, u
		16	29.587	29.609	77	76	95	E	10.5*	0.30	KS	p, u, g
	17th	10	29.699	29.811	76	76	100	S S E	6.2*	2.50	N	r, o, g
		16	29.627	29.738	78	77	95	E	11.1*	0.80	N	d, g
	18th	10	29.696	29.806	84	80	83	E S E	4.0*	0.10	K, CK, KS	p
		16	29.607	29.717	83	79	83	S S E	6.5*	...	CK, CS	b
CUTTACK.	19th	10	29.664	29.775	79	77	90	E	5.8*	1.20	K, KS	u
		16	29.579	29.690	81	78	86	S W	10.2*	0.10	K, KS	p
	12th	10	29.789	29.819	89	75	49	S W by W	11*	0.04	....	bc
		16	29.638	29.668	97	77	37	S S W	11*	...	....	bc
	13th	10	29.779	29.799	87	75	55	S by W	9*	...	....	o
		16	29.646	29.676	92	76	45	S S W	6*	...	....	bc
	14th	10	29.751	29.811	90	75	47	S W	13*	...	....	bc
		16	29.633	29.663	94	78	46	N by W	10*	...	....	bc
	15th	10	29.806	29.836	87	77	61	S W by S	11*	0.23	....	bc
		16	29.601	29.691	92	77	48	N W	7*	...	....	bc
AYYAB.	16th	10	29.785	29.815	89	74	46	W S W	10*	...	....	b, m
		16	29.670	29.700	90	76	50	E N E	10*	...	....	bc
	17th	10	29.823	29.853	90	77	53	S W	8*	0.01	....	bc
		16	29.702	29.732	88	78	62	N E	12*	...	....	bc
	18th	10	29.849	29.879	88	75	55	W S W	5*	...	....	bc
		16	29.737	29.767	87	78	65	E	11*	...	....	bc
	19th	10	29.538	29.620	83	80	87	W	0.3*	0.40	N	r, d
		16	29.427	29.509	86	81	79	W S W	0.7*	...	N, C	...
	14th	10	29.575	29.657	84	80	83	S S W	0.3*	...	KS, N	o, d
		16	29.477	29.559	86	81	79	S W	0.5*	...	N	cloudy
CALCUTTA,	15th	10	29.680	29.662	86	80	75	W S W	0.4*	...	N	d
		16	29.523	29.605	83	79	83	S S W	0.5*	...	N	cloudy
	16th	10	29.585	29.688	82	79	87	S W	0.1*	...	CK	fair
		16	29.530	29.612	86	80	75	W S W	0.6*	...	N, KS	cloudy
	17th	10	29.646	29.738	87	78	65	W S W	0.3*	...	C K	fair
		16	29.550	29.632	84	79	79	S S W	0.8*	...	KS, C	fair
	18th	10	29.696	29.778	88	79	65	W S W	0.3*	...	KS	fair
		16	29.592	29.673	91	80	60	N N E	0.4*	...	CK	fair
	19th	10	29.659	29.741	87	80	72	S S W	0.3*	...	C K	fair
		16	29.562	29.643	90	80	63	S S W	0.5*	...	N	fair
The 19th August 1871.	13th	10	29.708	29.723	82	79	87	S S W	1	0.60	K, KS	d
		16	29.630	29.645	81	79	91	S W	1	0.50	K, KS	r
	14th	10	29.733	29.748	80	78	91	S E	1	2.90	KS	o
		16	29.650	29.665	81	79	91	S S W	1	1.30	KS, N	d
	15th	10	29.743	29.758	80	78	91	.....	2	1.60	KS, N	r
		16	29.660	29.675	81	79	91	.....	1	...	KS, N	o
	16th	10	29.767	29.782	82	80	91	.....	1	1.20	K, KS, N	g, u
		16	29.685	29.700	83	80	87	.....	1	...	K, KS	g
	17th	10	29.782	29.797	84	81	87	S W	1	1.30	C, K	g
		16	29.693	29.708	84	81	87	W S W	1	...	K, KS	g
AYYAB.	18th	10	29.790	29.806	81	78	86	S E	1	1.60	K, KS	g
		16	29.710	29.725	78	75	86	S S W	1	0.10	K, KS, N	p
CALCUTTA,	19th	10	29.778	29.793	78	76	90	W N W.	1	1.50	K, KS	d
		16	29.686	29.701	79	77	90	W	1	0.10	C K, S	g

* Velocity of wind in miles per hour.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 1st TO 15TH JULY 1871.
N.B.—The Barometric data are reduced for temperature, and not for height above sea-level.

STATIONS.	BAROMETER,				THERMOMETER.				HUMIDITY.				RAINFALL.	
	MEAN OF 9 hours.		MEAN OF 16 hours.		MEAN OF 24 hours.		MEAN OF 32 hours.		MEAN OF 40 hours.		MEAN OF 48 hours.		MEAN OF 56 hours.	
	Mean.	4 hours.	10 hours.	16 hours.	Mean.	8 hours.	10 hours.	12 hours.	Day.	Θ	Day.	Θ	Day.	Θ
Port Blair	110	not received												
Mairas	27	29.694	29.685	29.690	29.633	29.634	29.647	29.647	113	118.7	132.0	106.0	88.2	89.3
Vizagapatam	31	29.656	29.649	29.650	29.633	29.647	29.674	29.674	0.69	0.77	1.11	0.41	0.41	0.41
Akyab	15	29.691	29.674	29.674	29.671	29.671	29.671	29.671	0.77	0.77	0.77	0.77	0.77	0.77
False Point	187	29.625	29.604	29.658	29.658	29.650	29.650	29.650	0.72	0.72	0.72	0.72	0.72	0.72
Cuttack	80	29.541	29.532	29.670	29.670	29.670	29.670	29.670	0.78	144.8	162.0	130.0	91.8	13.8
Sanger Island	6	29.634	29.680	29.628	29.647	29.623	29.623	29.623	0.81	138.8	10th	150.8	91.9	114.9
Chittagong	108	29.584	29.588	29.620	29.638	29.612	29.612	29.612	0.82	142.6	161.0	161.0	118.3	81.8
Calcutta	1811	29.577	29.563	29.615	29.605	29.605	29.605	29.605	0.89	141.4	11th	153.0	98.0	76.4
Jessore	27	29.676	29.659	29.614	29.621	29.608	29.608	29.608	0.93	143.0	14th	151.0	130.2	106.7
Dacca	35	29.586	29.573	29.625	29.538	29.617	29.617	29.617	0.98	149.0	8th	160.5	147.0	12th
Hazareezaugh	2014	29.572	27.681	27.605	28.607	29.491	29.581	1.16	133.1	12th	147.0	7th	10.6	7.7
Berhampore	80	29.498	29.486	29.555	29.496	29.538	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29
Gya	4002	29.197	29.179	29.248	29.248	29.222	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Patna	179	29.366	29.353	29.409	29.316	29.386	0.93	1.45.1	7th	158.0	12th	154.0	121.1	111.5
Monghyr	1804	29.354	29.354	29.380	29.428	29.317	29.411	1.11	145.6	12th	153.0	12nd	111.1	111.1
Darjeeling	6.945	29.249	29.227	23.271	23.247	23.261	0.34	1.20.2	7th	139.0	1st	139.0	104.5	88.5
Gonipurah	386	29.196	29.200	29.236	29.158	29.211	0.98	1.47.4	11th	161.4	1st	120.0	111.4	99.4
Shillong	4.792	26.089	26.081	25.116	25.053	25.106	0.63	128.8	4th	160.0	8th	120.0	120.0	120.0
Banaras	2874	29.288	28.982	29.328	29.246	29.292	0.83	129.4	4th	146.0	8th	107.0	107.0	107.0
Roorkee	8797	28.005	28.050	28.719	28.632	28.632	0.72	129.4	4th	146.0	8th	120.1	120.1	120.1

CALCUTTA,
The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	86.8	46	S 28° W
Madras	29.616	86.3	68	S 70° W
Vizagapatam	29.706	80.6	87	S 8° E
Akyab	29.643	85.6	75	S 45° W
False Point	29.623	83.0	66	S 23° W
Cuttack	29.600	84.2	68	S 10° W
Sangor Island	29.696	81.3	60	S 39° E
Chittagong	29.595	82.8	78	S 4° W
Calcutta	29.603	82.9	86	S 22° E
Jessore	29.622	82.7	88	S 18° E
Dacca	29.652	81.3	7	N 70° W
Cachar	29.541	83.8	47	S 10° E
Hazareebagh	29.581	84.2	44	S 41° E
Berhampore	29.550	84.6	21	S 60° E
Gya	29.650	83.0	56	S 68° E
Patna	29.547	83.7	48	S 77° E
Monghyr	29.592	83.2	25	S 46° W
Darjeeling	29.587	82.1	19	S 29° E
Gowalparah	29.599	83.0	51	S 58° W
Shillong	29.554	84.6	17	S 16° E
Banaras	29.538	85.9	37	S 49° E
Koorkee	...	...	...	...

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st August 1871.

Month.	Date.	Mean reduced barometer. Inches.	THERMOMETER.				Mean wet bulb.	Computed dew-point.	Mean degree of humidity.	WIND.			GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radia- tion.	Mean dry bulb.				Prevailing direc- tion.	Max. pressure.	Daily velocity.	
August..	15th	29.566	86.5	80.8	145.2	82.4	80.8	79.7	0.92	S by W, S & SSW	lb	Miles.	In.
											...	102.9	0.56
	16th	.558	81.3	78.7	...	80.0	79.0	78.3	.95	SSW	1.0	133.0	1.01
											●		
	17th	.617	80.9	78.2	141.5	82.1	79.7	78.0	.88	SSW & S by W	...	178.0	0.92
											...		
	18th	.663	88.2	79.9	146.0	84.1	80.3	77.6	.81	S, SSW & S by W	...	157.9	...
											...		
	19th	.647	86.0	81.0	115.0	83.6	81.4	79.9	.89	SSW & S by W	...	73.8	0.02
											...		
	20th	.653	88.5	81.5	128.0	83.5	80.4	78.2	.85	S by W & S W	...	87.8	...
											...		
	21st	.654	87.0	78.0	141.3	81.6	79.6	78.2	.90	SSW & S by W	1.5	96.5	2.69
											...		

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is $1\frac{1}{2}$ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.2
The max. temperature during the past seven days	...	88.2
The max. temperature during the corresponding period of the past year	...	88.8
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.92

The total fall of rain from 15th to 21st	...	Inches.
{ by lower rain gauge	...	5.20
{ by anemometer gauge	...	4.68
Ditto ditto average of seventeen previous years	...	3.51
Ditto between the 1st January and the 21st August	...	75.14
Ditto ditto ditto ditto, average of seventeen previous years...	47.51	

GOPEENAUTH SEN,
In charge of the Observatory.

The 22nd August 1871.

GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.

Irrigation Branch.
Irrigation Operations of Lower Bengal up to 30th June 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.	£ s. d.	£ s. d.	
Total traffic for the week ...	88,143	Rs. As. P. 98,577 15 11	£ s. d. 9,036 6 4	Mds. Srs. 325,337 0	Rs. As. P. 1,88,955 13 3	£ s. d. 17,320 10 0	26,337 5 4
Or per mile of railway ...		77 0 9	7 1 3		147 10 10	13 10 9	20 12 0
For previous 4 weeks of half-year ...	360,123	4,41,987 7 10	40,515 10 5	1,742,752 10	11,32,127 11 9	103,778 7 6	144,293 17 11
Total for 5 weeks ...	448,266	5,40,565 7 9	40,551 16 9	2,063,089 10	13,21,083 9 0	121,099 6 6	170,651 3 3
COMPARISON.							
Total for corresponding week of previous year ...	82,929½	1,06,029 8 9	9,710 7 6	433,516 10	3,21,391 14 11	29,460 18 6	39,180 6 0
Per mile of railway corresponding week of previous year ...		93 11 4	8 11 9	.....	284 0 8	26 0 9	34 12 6
Total to corresponding date of previous year ...	478,796	5,93,088 10 8	54,366 9 3	2,690,603 20	17,77,640 5 8	162,050 7 4	217,316 16 7

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 223 miles open.

	Rs. As. P.			£ s. d.			£ s. d.
	Mds. Srs.	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week ...	3,206½	7,308 4 6	669 18 6	22,522 30	6,488 5 6	504 15 3	1,264 13 9
Or per mile of railway ...		32 12 4	3 0 1		29 1 7	2 13 4	5 13 5
For previous 4 weeks of half-year ...	15,274	36,941 9 2	3,386 6 3	162,156 0	34,944 0 9	3,263 4 1	6,589 10 4
Total for 5 weeks ...	18,480½	44,249 13 8	4,056 4 9	184,675 30	41,432 6 3	3,797 19 4	7,554 4 1
COMPARISON.							
Total for corresponding week of previous year ...	2,501½	7,008 0 8	642 8 1	14,889 20	4,548 9 10	416 19 1	1,059 7 2
Per mile of railway corresponding week of previous year ...		31 6 10	2 17 7	.....	20 6 4	1 17 5	4 15 0
Total to corresponding date of previous year ...	18,070	46,328 14 1	4,246 16 3	100,182 0	39,444 4 4	2,790 14 6	7,037 10 9

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 5th August 1871, on 156½ miles open.

	Rs. As. P.			£ s. d.			£ s. d.
	Mds. Srs.	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week ...	35,893	16,732 4 5	1,533 15 10	170,556 10	59,641 3 8	5,467 2 3	7,000 18 1
Or per mile of railway ...	229	106 14 8	9 16 0	1,090 0	381 1 6	34 18 8	44 14 8
For previous 5 weeks of half-year ...	110,626½	64,396 9 6	5,903 0 4	401,718 17	1,51,967 12 3	13,930 7 6	19,833 7 10
Total for 6 weeks ...	146,519½	81,123 13 11	7,436 16 2	572,274 27	21,11,608 15 11	19,397 9 9	26,834 5 11
COMPARISON.							
Total for corresponding week of previous year ...	22,694	11,816 2 9	1,083 3 0	5,036,557 0	7,594 4 1	696 2 0	1,779 5 9
Per mile of railway corresponding week of previous year ...	200	104 5 5	9 11 4	445 0	67 0 11	6 2 11	15 14 3
Total to corresponding date of previous year ...	131,730½	68,237 11 11	6,255 2 7	575,465 11	82,073 8 10	7,523 8 2	13,778 10 9

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 5th August 1871, on 28 miles open.

	Rs. As. P.			£ s. d.			£ s. d.
	Mds. Srs.	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week ...	3,648½	716 10 6	71 13 4	7,120 0	230 1 0	23 0 1	94 13
Or per mile of railway ...	130	25 9 6	2 11 2	254 11	8 3 6	0 16 5	3 7
For previous 18 weeks of half-year ...	117,347	21,744 0 3	2,174 8 0	188,918 0	5,553 1 6	555 10 2	2,729 18
Total for 19 weeks ...	120,995½	22,460 10 9	2,246 1 4	190,038 0	5,785 2 6	578 10 3	2,824 11
COMPARISON.							
Total for corresponding week of previous year ...	4,453½	764 10 9	76 9 4	9,679 28	377 13 6	37 15 8	114
Per mile of railway corresponding week of previous year ...	139	27 4 11	2 14 7	346 0	13 7 11	1 7 0	4
Total to corresponding date of previous year ...	106,232½	18,139 9 3	1,813 10 2	198,703 2	6,979 1 3	697 18 2	2,511 11

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OFFICIAL PAPERS.

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Tobacco Cultivation, being a brief abstract of Dr. Forbes Watson's Report on Tobacco.

"The introduction of a system of cultivation and preparation of tobacco possessing first-rate qualities requires so much care that it can only be successfully attempted by means of experimental farms."—DR. FORBES WATSON.

(Supposing the area of ground on which the experiment is about to be tried to be an acre.)—Enclose with a wall (brick) about one foot and a half high a space five feet broad by twenty-five feet long. Dig out the soil enclosed to a depth of two feet, replacing the soil removed by two feet of strong stable manure. When this begins to ferment (to steam), cover with six inches of prepared earth and sow the seeds.

To sow the seed more carefully, mix it with white wood-ash, and scatter the whole equally over the surface of the prepared ground (the seed ought to fall about four to the square inch, but with so small a grain as tobacco, it is impossible to be exact), and cover with an inch of good mould.

After sowing, water the seed-bed with a fine-rosed watering pot. The sowing bed should be provided with a reed-mat covering, which after watering should be stretched across from wall to wall. This covering should be taken off (to allow the steam from the manure to escape and to admit fresh air) for two hours every morning and every evening.

Three days after the first sowing, the bed should be watered again.

(N. B.—Water in the early mornings.)

In about a week the plants should appear, and, when they seem to crowd, should be pricked out, leaving distances of one inch each way round each plant, thus:—

(N. B.—The spare plants should be preserved for filling up gaps in the rows when transplanted.)

Planting out. When the plants have developed four or five leaves, any one of which is an inch broad, they may be transplanted. The seed-bed should be watered in order to make the pulling up of the plants easier, and when pulled up the plants should be removed as quickly as possible to the site prepared for them.

The tobacco field. This site (supposed to be an acre in extent) should be level ground and exposed: a fence should be round it to protect it from jackals, &c. The soil should have been ploughed deep twice before the plants were put in, and afterwards harrowed and rolled carefully.

The soil. It should have a fine light soil with a firm loamy sub-soil, manured with strong ammoniac manure at a ton per acre with a free distribution of vegetable remains.

Tobacco an alternate crop. The site of the tobacco plantation should be changed every two years, as tobacco is a most exhaustive crop.

(N. B.—Sun-flower would alternate with it well.)

The plan of the field. The plants should be planted in rows two feet apart, each plant two feet from the next, a pathway being left for the coolies between (not every row but) every two rows. A broader pathway (five or six feet broad) should intersect the plantation at right angles, forming at the point of intersection a convenient space for heaping the leaves.

Watering. When the plants have been set out water well (N. B.—the watering pots used should have very finely perforated roses), and if any plants die, fill up the gaps with spare plants from the seed-bed.

"Hoeing." After a day or two hoeing should commence. The hand is the best instrument, and the workmen should be told to kill every insect they see except ants, and to heap the earth carefully round the stems.

Pruning. If the plant threatens to be very leafy, remove superfluous leaves, leaving about fifteen to a plant. When the flower buds are plainly noticeable, they must be picked off with great care. (N. B.—For fancy smoking tobaccos, the flowers need not be removed.)

After-care of the plants. There is after this very little necessary. The plants, however, should be most carefully examined once or twice a week, and every insect and weed removed. Water should be supplied freely at intervals of a week, and to prevent the earth losing its humidity too suddenly, straw might be spread over it if the heat of the sun is peculiarly great.

Picking the leaves. The leaves are of three qualities—the lower, middle, and upper; and the first to ripen are the lower. (To "ripen" is really to assume a yellow tint and bend down towards the ground.) As soon as yellow leaves begin to appear among the lower leaves, they must be picked. In about eight days the middle yield will show signs of ripeness, and should be gathered, and in about eight days more the remainder may be gathered. It can, however, be easily known that the leaves are ripe when they detach from the leaf-stalk with ease. They should be detached with the hand, the leaf being pulled upward.

Care must be taken to have labour available to gather each harvest in at its own time, for over-ripeness is fatal to proper curing.

Curing the leaves. The only thing to be remembered in curing tobacco is that care must be taken not to allow the tobacco to lose its moisture too suddenly, for thereby it becomes brittle, or too slowly, for then it is in danger of rotting.

in India. The curing-houses again may be of any shape, provided only that ventilation is thorough, and that sunlight and damp are equally avoided.

When the leaves have been picked, they are placed in heaps (which must be turned at intervals) to wilt, that is to fade, wither. By being in a heap they keep their moisture, and though quite dead, do not lose their flexibility.

The leaves are then strung (on string or sticks) in the curing-house; after this they are exposed to the sun: they are then tied in bundles and heaped to induce fermentation. The details of the curing processes cannot be learnt from works on European tobacco cultivation, but may be acquired easily by the study of the *temperature* of this country during every hour of the day and every day of the year, and by a clear knowledge of what is required to be produced. Again, the arrangement of the leaves in the curing-houses so as to economise space, utilize ventilation, &c., &c., gives scope for the ingenuity of each cultivator, and cannot be learnt by rules.

One point however to remember is that the leaves must not stick together when strung.

Sorting the leaves. When the leaves are dry without being brittle, dead and discoloured, but still pliant, they are said to be cured and are ready for sorting.

The sorting of the leaves depends of course upon the local market for which the tobacco has been raised; but a safe rule is to keep for cigars all that can be kept for cigars, and to use the remainder for tobacco. Snuff, which requires the finest leaves of all, would not in India repay the manufacture. For natives of this country, the tobacco must be strong: for the European market, it must be aromatic: for any market, it must burn easily. It is evident,

therefore, that very much depends upon the manure used, as the matters drawn from the ground must materially determine the strength and combustibility of the produce. A heavy soil, strong manure, and plenty of moisture, produce a strong and rank tobacco; by ripening also tobacco gains in nicotine. Sunshine, dry warmth, and a light soil, give on the other hand mild and aromatic tobaccos. It is from this evident that next to the manure employed, the most important point is the quantity of the moisture, and if the manufacture is for the native market, this should be liberal.

NOTES.

The great difficulty in curing tobacco is the disposal of the midrib, which persists in either drying stiff or not drying at all. But why should it not be removed? Not entirely, for then the leaf would be split into two, but only on the back of the leaf, where the convex and greater part of the midrib projects. The operation, though a delicate one, would become easy to any child after a half-hour's practice. The operator would take a leaf in his left hand, holding it between his finger and thumb at the stalk end. About half an inch from the end (the stalk end), he would make an incision in the midrib with the thumb nail of the right hand and turn up an end. He would then take hold of this with the finger and thumb of the right hand, and with an equable force pull off the midrib downwards towards the point of the leaf. As soon as it became very fine, and there was a danger of the leaf being torn, he would nip the midrib off with his finger and thumb. By this, the concave or nearly flat surface of the midrib would be left on the upper side of the leaf, while on the back of the leaf the only sign of the midrib would be a narrow depression running down the centre of the leaf where the troublesome midrib had been. The operators (who might easily be children) should be particularly warned *not to handle the leaf or to make a rent in it.*

The great care necessary not to handle the leaves. Indeed, throughout all the operations of pricking out, planting, hoeing, thinning, sorting, stringing, and midrib-scooping, every operator should be warned against touching the leaf except near the stalk end, and against tearing it. Care might be guaranteed by grading the wages of the operators according to results.

The sun-flower (*helianthus*) might be advantageously grown among the tobacco, 1st, for the shade it would give to the larger and coarser tobaccos required; 2nd, for the admirable stringing rods (if string itself is not used) which their stems supply; 3rd, as they would (if their leaves were ploughed into the ground) give almost the exact vegetable mould which is required by tobacco.

The 17th May 1871.

P. ROBINSON.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 26th August 1871.

Number.	District.	Date of return from each district.	Rainfall at sunter station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhangulpore	... Aug. 25th	1·4	Favorable ...	Very good except where destroyed by the floods "which are washing people out of house and home."	
2	Monghyr	... , 26th	3·8	Rainy ...	Great damage done to the Bhadoi crops, property, and even life by floods and rain. Paddy good.	The floods have risen to within 3 inches of that of 1857, the highest known in living memory.
3	Purneah	... , 19th	1·8	Rain and sun ...	Both Bhadoi and Aughany good, but much injury has been done to both by the floods.	
4	Rajmehal	... , 26th	5·9	Rainy ...	Bhadoi on the deeras destroyed. Aughany very good.	
5	Deoghur	... , 26th	·9	Favorable ...	Six annas of the Bhadoi crops destroyed. Paddy very good.	
6	Nya Doomka	... , 26th	1·9	Rainy ...	Very good.	
7	Godda	... , 19th	*	† Dry, then cool and rainy ...	Good ...	* Little rain. † Much fever and rheumatism; still some cholera.
8	Pakour	... , 26th	4·1	Wet ...	Further injury to Jenarah by rain. Paddy cheerful.	
9	Jamtara.					
10	Patna	... , 26th	2·2	Rainy and cloudy..	Bhadoi crops have suffered from the heavy floods.	
11	Gya	... , 26th	1·2	Mild ...	Bhadoi injured; rice and rubree good.	
12	Chumparun	... , 19th	4·1	Cool ...	Good.	
13	Sarun	... , 19th	4·1	Wet ...	Bhadoi very much damaged. Amun good.	
14	Shahabad	... , 26th	5·	Rainy ...	Bhadoi much injured. Amun pretty good.	
15	Tirhoot	... , 19th	2·4	Clear ...	Good.	
16	Rajshahye	... , 24th	4·7	Rainy and cloudy.	Bhadoi damaged by floods and rain. Amun good.	
17	Bograh	... , 18th	3·9	Fair ...	Good owing to a seasonable and ample fall of rain.	
18	Dinagepore	... , 19th	4·7	Cloudy and rainy.	Favorable; more rain wanted in some places.	
19	Maldah	... , 18th	9·	Rather warm ...	Good.	
20	Moorshedabad	... , 26th	3·	Rainy ...	Glooming. Bhagiruthee rising again.	
21	Pubna.					
22	Rungpore	... , 19th	6·	Cool and rainy, and then sultry and unhealthy.	Amun and Indigo good.	
23	Burdwan	... , 26th	2·5	Rainy and fair ...	Ous damaged by floods and sugarcane by rain. Amun good.	
24	Bancoorah	... , 26th	1·7	Sultry, little rain	Favorable.	
25	Beerbohm	... , 26th	4·3	Rain and sun ...	Good.	
26	Hoochly	... , 26th	3·	Fair ...	Favorable; winter crops on the banks of the Damodur damaged.	
27	Howrah	... , 26th	3·	Favorable ...	Hopeful.	
28	Midnapore	... , 25th	2·8	Seasonable ...	Good; some injury done by inundation.	
29	Nuddea	... , 26th	2·9	Rainy ...	Unfavorable; one-third of the district inundated. Crops very much damaged.	
30	Jessore	... , 25th	7·8	Rainy and cloudy.	Ous and Amun injured by floods.	
31	24-Pergunnahs	... , 26th	3·8	Rainy and cloudy.	Good.	
32	Dacca	... , 25th	2·9	Rainy and then dry.	Good.	
33	Backergunge	... , 19th	3·7	Rainy ...	Favorable.	
34	Furreedipore	... , 26th	10·5	Very rainy ...	Good.	
35	Mymensing	... , 19th	4·7	Rainy ...	Brahmapooter slightly risen again; jute being cut; other crops good.	
36	Sylhet	... , 21st	7·3	Cool and wet ...	Fair.	
37	Cachar	... , 19th	2·1	Mild ...	Excellent.	
38	Chittagong	... , 18th	6·6	Very rainy ...	Generally good.	
39	Noakhally or Bullooah	... , 18th	6·4	Very rainy ...	Good.	
40	Tipperah	... , 19th	3·4	Cloudy and rainy.	Good.	
41	Hill Tracts of Chittagong.	... , 12th	3·8	Rain and sun ...	Fair.	
42	Cuttack	... , 19th	1·7	Rainy ...	Favorable.	
43	Bainsore	... , 26th	2·3	Cloudy and close...	Good.	
44	Pooree	... , 18th	9·	Somewhat rainy ...	Generally good.	
45	Hazareebagh	... , 26th	5·	Favorable ...	Favorable.	

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Number.	District.	Date of return from each district.	Rainfall at sun-dial station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
46	Lohardugga	... Aug. 25th	'4	Fine	Very favorable.	
47	Maunbhoon	... 26th	1'4	Favorable	Good.	
48	Singbhoom	... 19th	3'3	Rainy	Very favorable.	
49	Durrung.					
50	Nowgong	... " 19th	8'7	Rainy	Good	Earthquake at about 9 $\frac{1}{2}$ A. M. on the 17th.
51	Seesbaugor	... " 19th	6'5	Very close	Crops almost wholly under water; great loss apprehended.	
52	Kamroop	... " 19th	1'	Dry and sultry	Great fears for the Amun for want of rain.	
53	Luckimpore	... " 18th	3'	Pleasant	Favorable.	
54	Khasi and Jynteah Hills	... " 18th	1'2	Rainy	Promising well.	
55	Naga Hills.					
56	Julpigoree	... " 18th	2'2	Dry and sultry	Bhadoi and Amun affected by want of rain.	
57	Gowalparah	... " 19th	3	Rainy	Amun suffers from want of rain.	
58	Garo Hills	... " 19th	2'8	Rainy, but seasonable.	Healthy.	
59	Darjeeling	... " 19th	3.5	Healthy	Hill crops good; rice crops not likely to be good owing to want of rain.	
60	Cooch Behar	... " 19th	*	Seasonable	Fair, if rain continues to fall.	* No raingauge.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :

The 29th August 1871.

R. H. WILSON,

Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ..	3.50	Nil	42.78	20th Aug. 1871.	
	Jail ..	3.76	0.09	38.56	ditto.	
	False Point ..	6.90	Not received	43.90	13th Aug. 1871.	
	Jajipore ..	12.80	ditto	67.41	ditto.	
	Kendraparab ..	5.70	ditto	34.90	ditto.	
	Jugutsingapore ..	3.00	ditto	34.23	ditto.	
	Sumbulpore ..	5.54	ditto	32.97	ditto.	
	Balasore ..	4.03	0.90	41.42	20th Aug. 1871.	
	Bhuddruck ..	8.46	0.45	44.54	ditto.	
	Pooree ..	1.62	0.78	38.88	ditto.	
CHOTA NAGPORE.	Khoordah ..	2.38	Not received	38.57	13th Aug. 1871.	
	Hazareebaugh ..	11.20	4.43	39.86	20th Aug. 1871.	
	Burhee ..	5.28	5.67	36.87	ditto.	
	Pachamba ..	5.78	3.77	43.21	ditto.	
	Ranchee ..	6.45	2.04	44.26	ditto.	
	Palamow ..	3.12	Not received	33.15	13th Aug. 1871.	
	Purulia ..	5.71	5.18	48.91	20th Aug. 1871.	
	Gobindpore ..	4.53	Not received	30.04	13th Aug. 1871.	From 12th June.
	Chyebassa ..	12.00	ditto	42.16	ditto.	
PATNA.	Patna ..	1.09	3.01	36.42	20th Aug. 1871.	
	Behar ..	3.54	3.78	42.65	ditto.	
	Barh ..	0.21	1.21	24.51	ditto.	
	Dinapore ..	2.80	3.48	34.07	ditto.	
	Gya ..	7.37	5.78	40.41	ditto.	
	Sherghatty ..	5.58	5.64	33.99	ditto.	
	Nowadah ..	8.56	5.40	39.30	ditto.	
	Arungabad ..	7.90	5.70	31.76	ditto.	
	Chumparan ..	2.30	3.71	27.78	ditto.	
	Bettial ..	2.55	Not received	27.88	13th Aug. 1871	
	Chuprah ..	10.13	4.75	46.68	20th Aug. 1871.	
	Sewan ..	5.88	5.08	39.33	ditto.	
	Mozufferpore ..	2.41	2.30	38.39	ditto.	
	Durbhangah ..	0.27	1.91	44.49	ditto.	
	Seetamaree ..	1.40	2.68	33.54	ditto.	Not received 5th and 6th August.
	Tajporé ..	3.50	1.70	32.79	ditto.	Not recorded 6th to 19th March.
	Mudhubani ..	0.70	1.73	28.95	ditto.	From 1st April.
	Hajipore ..	0.76	2.21	21.72	ditto.	From 22nd May.
	Arrah ..	9.41	6.96	42.83	ditto.	
	Buxar ..	8.30	3.90	49.25	ditto.	
	Sassaram ..	4.15	5.16	33.31	ditto.	
	Bhubhooah ..	3.26	6.71	43.64	ditto.	
BHAWALPORE.	Benares ..	5.70	Not received	33.08	13th Aug. 1871.	
	Bhangulpore ..	0.85	2.45	28.41	20th Aug. 1871.	
	Mudheypoorah ..	0.95	Not received	30.51	13th Aug. 1871.	Not received 10th to 16th July.
	Banka ..	1.99	ditto	30.65	ditto.	
	Soopool ..	Not received	1.89	1.89	20th Aug. 1871	From 14th August.
	Monghyr ..	2.94	3.36	38.44	ditto.	
	Jamooie ..	1.81	3.50	36.73	ditto.	
	Begoosari ..	2.37	3.04	32.23	ditto.	
	Deoghur ..	3.55	5.97	46.37	ditto.	
	Jamtara ..	3.40	7.45	51.23	ditto	From 13th Feb.
	Rajmehal ..	0.50	3.00	41.80	ditto	From 12th Feb., and not received 20th and 21st May.
	Pakour ..	0.14	1.40	26.74	ditto	From 21st May.
	Purneah ..	1.95	4.22	46.74	ditto.	
RAJSHARIE.	Kishengunge ..	1.75	Not received	34.26	13th Aug. 1871	From 13th June.
	Arraria ..	2.86	4.66	35.20	20th Aug. 1871	From 26th June.
Burdwan.	Rampore Beauleah ..	0.28	6.17	54.30	ditto.	
	Nattore ..	0.71	Not received	53.01	13th Aug. 1871.	
	Bograh ..	0.65	5.59	64.22	20th Aug. 1871.	
	Dinagepore ..	0.50	Not received	46.67	13th Aug. 1871.	
	Maldah ..	0.71	0.95	33.80	20th Aug. 1871.	
	Berhampore ..	2.66	3.64	47.71	ditto.	
	Jungipore ..	0.61	2.97	41.61	ditto.	
	Lalbagh ..	3.98	4.27	40.97	ditto	From 16th Jan.
	Jamookandi ..	3.25	6.13	37.89	ditto	From 17th April and not received 24th to 30th July.
	Pabna ..	1.64	3.03	55.45	ditto.	Not recorded from 1st May.
	Coomercolly ..	Not received	Not received	5.02	23rd April 1871	
	Serajgunge ..	0.58	4.80	58.00	20th Aug. 1871.	
	Rungpore ..	0.50	2.40	64.60	ditto.	
	Bhowanigunge ..	0.35	Not received	45.63	13th Aug. 1871	From 22nd January.
	Titalya ..	3.56	3.16	50.54	20th Aug. 1871.	
Jehanabad.	Burdwan ..	2.62	8.32	46.67	ditto.	
	Cutwa ..	1.62	5.02	44.21	ditto.	
	Culna ..	2.10	6.02	51.94	ditto.	
	Bood-Bood ..	4.35	9.27	51.20	ditto.	
	Bancoorsh ..	2.63	5.27	47.92	ditto.	
	Ranegunge ..	4.28	4.58	41.06	ditto.	
	Sooree ..	2.43	8.23	42.35	ditto.	
	Hognghly ..	3.00	10.32	62.59	ditto.	
	Serampore ..	3.20	3.45	37.85	ditto	From 6th February.
	Howrah ..	2.82	3.01	73.05	27th April 1871	From 21st April, and not received
Midnapore.	Midnapore ..	3.38	4.03	52.59	20th Aug. 1871.	17th to 23rd July.
	Dy. Collr.'s Office ..	10.74	1.88	56.33	ditto.	
	Engr's. Office ..	11.45	2.43	65.80	ditto.	
	Gurbetta ..	3.22	3.28	47.05	ditto	
	Tumlook ..	Not received	Not received	46.18	16th July 1871.	

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DIVISION.	Stations.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
			Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	1.30	5.29	45.40	20th Aug. 1871.
	Bongong	2.21	7.86	56.98	ditto.
	Ranaghat	3.42	3.90	45.86	ditto.
	Meherpore	2.09	Not received	39.28	13th Aug. 1871.
	Chooadangah	1.55	5.55	61.35	20th Aug. 1871.
	Kooshteah	2.38	3.56	60.05	ditto.
	Jessore	0.96	8.06	65.92	ditto.
	Khoonah	1.57	10.76	60.84	ditto. From 16th February.
	Jenidah	1.61	4.60	66.31	ditto. From 6th March.
	Nurail	0.52	4.84	49.95	ditto. From 3rd April.
	Magoorah	0.12	3.16	32.95	ditto. ditto.
	Bagirhaut	1.73	7.27	60.42	ditto. ditto.
	Saugor Island	10.80	4.30	43.40	ditto.
	Calcutta	2.26	2.56	71.15	ditto.
	Alipore { Jail	2.96	2.43	76.54	ditto.
	Hospital...}	2.84	2.77	75.65	ditto.
	Barrackpore	Not received	Not received	67.24	6th Aug. 1871.
	Dum-Dum	2.02	1.92	52.09	20th Aug. 1871.
	Baraset	3.98	2.85	54.74	ditto.
DACC.	Satkerah	1.83	5.54	59.88	ditto.
	Busseerhaut	1.61	4.78	58.95	ditto.
	Diamond Harbour	2.09	4.28	67.60	ditto.
	Barriopore	2.03	2.73	66.44	ditto.
	Dacca { Telegraph Office	1.36	4.77	71.88	ditto.
	Jail	1.10	3.50	67.10	ditto.
	Burrisaul	0.88	6.07	69.87	ditto.
	Dowlat Khan	3.51	9.94	76.64	ditto.
	Perozepore	1.53	13.88	70.51	ditto. Not received 10th to 16th July.
	Madariapore	0.76	7.68	57.53	ditto. From 5th June.
CHITTAGONG.	Furreedpore	0.39	6.70	70.46	ditto.
	Goalundo	0.28	3.41	37.14	ditto. Not received 19th to 25th June.
	Mymensing	0.65	4.94	77.70	ditto.
	Jamalpore	0.46	5.95	53.95	ditto.
	Atteah	Nil	1.33	77.00	ditto.
	Kiahoregunge	2.60	Not received	75.72	13th Aug. 1871.
	Sylhet	5.11	7.28	98.27	20th Aug. 1871.
	Cachar	2.55	Not received	61.94	13th Aug. 1871.
	Hylakandy	1.15	ditto	60.60	ditto. Not received 10th to 23rd July.
	Koyah	6.95	ditto	73.74	ditto. Not received 17th to 23rd July and 31st July to 6th August.
COOCH BEHAR.	Chittagong { Telegraph Office	1.20	7.70	77.38	20th Aug. 1871.
	Jail	1.09	6.52	81.25	ditto.
	Cox's Bazar	3.41	Not received	117.25	13th Aug. 1871.
	Rangamatea Hill	3.55	ditto	69.38	ditto.
	Noakhally	2.11	7.75	89.68	20th Aug. 1871.
	Tipperah	0.47	4.15	74.47	ditto.
	Brahmanbaria	3.57	Not received	75.07	13th Aug. 1871.
	Akyab	5.80	11.60	154.50	20th Aug. 1871.
	Buxa	1.96	8.88	128.97	ditto.
	Gowalparah	3.35	Not received	69.92	13th Aug. 1871.
ASSAM.	Dhoobree	0.80	ditto	43.61	ditto. Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills)	1.00	ditto	70.08	ditto.
	Darjeeling { Telegraph Office	Not received	ditto	70.69	31st July 1871.
	Hospital	4.80	6.96	79.09	20th Aug. 1871.
	Rungbee	Not received	Not received	56.50	30th June 1871.
	Falacottah	ditto	ditto	43.97	6th Aug. 1871.
	Julpigooree	2.23	3.58	64.18	20th Aug. 1871.
	Boda	0.58	Not received	41.83	13th Aug. 1871. Not received 31st July to 6th Aug.
	Tezapore	1.75	ditto	58.31	ditto.
	Nowgong	9.17	ditto	63.33	ditto.
	Mungledeye	Not received	ditto	42.91	6th Aug. 1871. From 30th January.
	Burpettah	2.33	ditto	56.85	13th Aug. 1871.
	Gowhatta	1.32	ditto	40.38	ditto.
	Seehsaugor	7.90	ditto	76.80	ditto.
	Jorehaut	4.49	ditto	63.21	ditto. From 27th February.
	Golaghata	2.92	ditto	76.45	ditto.
	Nazeerah	7.91	ditto	74.51	ditto.
	Debrooghur	3.43	ditto	75.64	ditto.
	Suddya	Not received	ditto	50.31	30th June 1871.
	Shillong	0.56	ditto	47.37	13th Aug. 1871.
CALCUTTA,	Cherrapoonjee	6.66	ditto	213.10	ditto. From 18th February.
	Jowai	2.77	ditto	80.21	ditto.
	Samogoodting	Not received	ditto	30.62	6th Aug. 1871.

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

The 26th August 1871.

Meteorological Telegraphic Report for the period 20th to 26th August 1871.

STATION	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Augt.											
	20th	10	29.693	29.711	85.2	80.2	79	S S W	...	...	S	
		16	29.616	29.634	85.2	82.3	89	S S W	...	...	S	
	21st	10	29.696	29.714	83.0	82.0	95	S by W	...	...
		16	29.587	29.605	87.0	82.4	81	S by W	...	0.63	S	o, d
	22nd	10	29.704	29.722	81.0	79.5	93	S S W	...	2.13	....	o
		16	29.582	29.600	88.0	81.5	81	S W	...	0.09	K	
	23rd	10	29.689	29.707	83.5	79.8	85	W	...	0.02	S, CK	
		16	29.593	29.611	86.5	81.0	77	W by S	...	...	S	
	24th	10	29.718	29.736	83.4	77.5	75	W by S	...	...	CS	
		16	29.621	29.639	87.4	81.0	74	W	...	...	C, K	
	25th	10	29.760	29.778	81.4	79.8	81	S S W	...	...	S, C	
		16	29.654	29.668	88.0	81.0	72	S W	...	...	S	
	26th	10	29.774	29.792	83.2	80.5	80	W S W	...	...	....	o, d
		16	29.662	29.680	84.5	80.5	83	W by S	...	...	K	
SAURO ISLAND.												
	20th	10	29.720	29.726	87	84	87	S S W	15.1*	...	N	b
		16	29.628	29.634	87	83	83	S S W	18.3*	...	N	o
	21st	10	29.723	29.729	85	82	87	S S W	16.9*	0.10	N	o, v, u
		16	29.614	29.620	87	83	83	S	21.0*	...	N	b
	22nd	10	29.716	29.722	85	81	83	S	8.4*	0.10	N	o, v
		16	29.597	29.603	86	82	83	S S W	17.1*	...	N	m, o, u
	23rd	10	29.701	29.707	87	83	83	S W	8.7*	0.10	N	b, m
		16	29.614	29.620	86	81	79	S	10.3*	...	N	m, o
	24th	10	29.740	29.746	84	82	91	S W	0.2*	...	N	b, m, u
		16	29.635	29.641	87	82	79	S	5.0*	...	N	b, m, u
	25th	10	29.774	29.780	86	82	83	W	13.8*	...	K	b, m
		16	29.667	29.673	88	81	72	S S E	5.3*	...	N	o
	26th	10	29.787	29.793	86	82	83	S W	5.2*	...	N	b
		16	29.669	29.675	87	83	83	S	4.7*	...	N	o
CHITTAGONG.												
	20th	10	29.658	29.768	83	78	78	E S E	9.8*	...	K, KS	
		16	29.589	29.669	82	78	82	W	14.5*	...	K, KS	u
	21st	10	29.696	29.808	77	76	95	E	8.1*	0.80	N	a, g
		16	29.637	29.748	78	76	90	S	5.3*	1.20	N	a, u, g
	22nd	10	29.676	29.788	77	76	95	E S E	6.1*	3.20	N	r, g
		16	29.579	29.689	82	79	87	S W	11.4*	...	K, KS	
	23rd	10	29.669	29.781	77	76	95	S W	7.3*	1.70	N	r, o
		16	29.579	29.689	82	78	82	S	11.1*	...	CK, C	b
	24th	10	29.608	29.808	83	79	83	S E	6.9*	...	CK, KS	
		16	29.614	29.724	85	80	79	S	12.7*	...	CK, CS	b
	25th	10	29.716	29.826	84	80	83	S W	4.5*	...	CK, K, C	b
		16	29.624	29.734	85	79	75	S W	9.4*	...	KS, C	b
	26th	10	29.775	29.885	84	79	79	S W	3.9*	...	K, C	b
		16	29.627	29.737	83	79	83	S W	10.5*	...	E, CK, C	b
MADRAS.												
	19th	10	29.829	29.859	91	76	47	W	5*	...	....	b
		16	29.715	29.745	90	78	56	E	10*	...	....	bc
	20th	10	29.840	29.870	90	79	59	S S W	10*	0.12	....	bc
		16	29.746	29.776	87	78	65	E S E	11*	...	....	b
	21st	10	29.836	29.866	91	78	53	S W	10*	...	....	b
		16	29.732	29.762	91	79	56	S E by S	10*	...	....	bc
	22nd	10	29.831	29.861	90	75	47	W	10*	...	....	b, m
		16	29.728	29.758	90	76	50	E N E	9*	...	....	bc
	23rd	10	29.807	29.837	92	76	45	W	9*	...	....	b, m
		16	29.688	29.718	89	76	52	N E	10*	...	....	bc
	24th	10	29.829	29.859	92	77	48	S by W	9*	...	....	bc
		16	29.717	29.747	88	77	58	E S E	15*	...	....	bc
	25th	10	29.850	29.880	91	76	47	S by W	12*	...	....	b, m
		16	29.755	29.785	87	78	65	E	8*	...	....	bc
	20th	10	29.674	29.756	89	78	59	S S W	0.3*	...	CK, KS	cloudy
		16	29.567	29.648	90	80	63	S W	0.6*	...	KS	cloudy
	21st	10	29.679	29.761	85	79	75	S W	0.2*	...	CK	cloudy
		16	29.610	29.692	83	78	78	S W	0.7*	...	N	u
	22nd	10	29.682	29.764	85	79	75	S W	0.1*	...	C	dewy
		16	29.580	29.663	82	76	74	S S W	0.5*	...	N	o, d
	23rd	10	29.659	29.741	87	79	68	W S W	0.3*	...	KS	fair
		16	29.558	29.639	91	78	53	W S W	0.4*	...	N	fair
	24th	10	29.696	29.778	88	79	65	W S W	0.1*	0.10	KS	fair
		16	29.592	29.673	91	82	66	W S W	0.2*	...	KS, N	fair
	25th	10	29.726	29.808	87	80	72	W S W	0.1*	...	C, K	fair
		16	29.662	29.703	91	80	60	W	0.6*	...	K	fair
	20th	10	29.810	29.825	81	77	82	S	1	...	K, S	g
		16	29.718	29.733	82	78	82	S W	1	...	K, KS, C	
	21st	10	29.822	29.837	80	78	91	S	1	0.10	KS	d w
		16	29.725	29.740	83	80	87	S W	1	0.10	K, KS	m, o
	22nd	10	29.803	29.818	80	78	91	W	1	0.50	K, KS	d
		16	29.703	29.718	80	78	91	E N E	1	0.10	N, KS	d
	23rd	10	29.771	29.786	77	76	95	E	1	1.70	N	r
		16	29.691	29.706	77	75	90	E	1	1.70	CS, K	g
	24th	10	29.801	29.816	77	75	90	S E	1	0.40	KS, N	r
		16	29.693	29.708	80	78	91	S	1	0.30	K, KS	g
	25th	10	29.797	29.812	82	78	82	E	1	...	C, K, KS, CK	b
		16	29.705	29.720	83	80	87	W	1	0.10	C, CS, K	g
	26th	10	29.840	29.855	77	75	90	S E	1	3.40	K, CK, KS	gl
		16	29.728	29.743	82	77	78	S S W	1	...	K, CS	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 26th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of the Results of the Hourly Meteorological Observations taken at the Surveyor-General's Office, Calcutta, in the month of July 1871.

LATITUDE $22^{\circ} 33' 1''$ north, longitude $88^{\circ} 20' 34''$ east. Height of the cistern of the standard barometer above the sea-level, 18.11 feet.

MONTHLY RESULTS.

	Inches.
Mean height of the barometer for the month	... 29.551*
Max. height of the barometer occurred at 11 A.M. on the 13th	... 29.724
Min. height of the barometer occurred at 4 P.M. on the 30th	... 29.359
<i>Extreme range</i> of the barometer during the month	... 0.365
Mean of the daily max. pressures	... 29.606
Ditto ditto min. ditto	... 29.492
<i>Mean daily range</i> of the barometer during the month	... 0.114
<hr/>	
Mean dry bulb thermometer for the month	... Θ 82.5
Max. temperature occurred at 1 P.M. on the 29th	... 90.5
Min. temperature occurred at 6 A.M. on the 2nd	... 75.5
<i>Extreme range</i> of the temperature during the month	... 15.0
Mean of the daily max. temperature	... 86.8
Ditto ditto min. ditto	... 79.4
<i>Mean daily range</i> of the temperature during the month	... 7.4
<hr/>	
Mean wet bulb thermometer for the month	... 80.0
Mean dry bulb thermometer above mean wet bulb thermometer	... 2.5
Computed mean dew-point for the month	... 78.2
Mean dry bulb thermometer above computed mean dew-point	... 4.3
<hr/>	
Mean elastic force of vapour for the month	... Inches. 0.946
Mean weight of vapour for the month	... Troy grain. 10.17
Additional weight of vapour required for complete saturation	... 1.47
Mean degree of humidity for the month, complete saturation being unity	... 0.87
<hr/>	
Mean max. solar radiation thermometer for the month	... Θ 137.2
<hr/>	
Rained 30 days,—max. fall of rain during 24 hours	... Inches. 3.25
Total amount of rain during the month	... 15.93
Total amount of rain indicated by the gauge* attached to the anemometer during the month	... } 14.77
Pervailing direction of the wind	... S by E, S & S S W.

* Height, 70 feet 10 inches above ground.

GOPEENAUTH SEN,
In charge of the Observatory.

The 25th August 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.			Total traffic receipts. Rs. £ s. d.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
Total traffic for the week ...	83,297	94,436 15 3		8,656 14 5	317,176 0	1,59,174 5 0	14,590 19 7 23,247 34 0
Or per mile of railway ...		73 12 11		6 15 4		124 6 6	11 8 1 18 3 5
For previous 5 weeks of half-year ...	448,266	5,40,565 7 9		49,551 16 9	2,068,089 10	18,21,085 9 0	121,099 6 6 170,051 3 3
Total for 6 weeks ...	531,563	6,35,002 7 0		58,208 11 2	2,385,265 10	14,80,257 14 0	135,690 6 1 193,808 17 3
COMPARISON.							
Total for corresponding week of previous year ...	86,135½	1,04,758 3 8		9,602 16 9	431,781 30	3,38,545 4 9	31,033 6 4 40,636 3 1
Per mile of railway corresponding week of previous year ...		92 9 4		8 9 9	.....	299 3 3	27 8 6 35 18 3
Total to corresponding date of previous year ...	564,931½	6,97,846 14 4		63,969 6 0	3,122,385 10	21,16,185 10 5	193,983 13 8 257,052 19 8

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 223 miles open.

	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	2,992	7,163 13 6	656 13 9	25,797 30	7,206 9 6	660 12 1 1,317 5 16
Or per mile of railway ...		32 2 0	2 18 11		32 5 1	2 19 3 5 18 2
For previous 5 weeks of half-year ...	18,480½	44,240 13 8	4,056 4 9	184,678 30	41,432 6 3	5,797 19 4 7,854 4 1
Total for 6 weeks ...	21,472½	51,413 11 2	4,712 18 6	210,476 20	48,638 15 9	4,458 11 5 9,171 9 11
COMPARISON.						
Total for corresponding week of previous year ...	3,140½	8,077 13 4	740 9 5	16,726 0	5,423 6 8	497 2 31 1,237 12 4
Per mile of railway corresponding week of previous year ...		36 3 7	3 6 5	.....	24 5 1	2 4 7 5 11 0
Total to corresponding date of previous year ...	21,210½	54,406 11 5	4,987 5 8	116,908 0	35,867 11 0	3,287 17 5 8,275 3 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 12th August 1871, on 156½ miles open.

	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	26,889	13,582 2 8	1,245 0 8	160,216 8	65,856 7 9	6,036 16 11 7,251 17 7
Or per mile of railway ...	169	86 12 7	7 19 1	1,024 0	420 12 11	38 11 6 46 10 7
For previous 6 weeks of half-year ...	146,519½	81,128 13 11	7,436 16 2	572,274 27	2,11,608 15 11	19,397 9 9 26,834 5 11
Total for 7 weeks ...	172,908½	94,711 0 7	8,681 16 10	732,490 35	2,77,465 7 8	25,434 6 8 34,116 3 6
COMPARISON.						
Total for corresponding week of previous year ...	22,881	10,947 2 1	1,003 9 9	68,530 28	15,542 0 4	1,424 13 9 2,428 3 6
Per mile of railway corresponding week of previous year ...		96 10 7	8 17 3	605 0	137 3 10	12 11 7 21 8 10
Total to corresponding date of previous year ...	154,111½	79,184 14 0	7,258 12 6	583,995 30	97,615 9 2	8,948 1 11 16,206 14 3

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 12th August 1871, on 28 miles open.

	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,539	719 15 6	71 19 11	10,456 20	326 10 0	32 13 4 104 13 3
Or per mile of railway ...	162	25 11 9	2 11 3	373 18	11 10 8	1 3 4 3 14 7
For previous 10 weeks of half-year ...	120,905½	22,460 10 9	2,246 1 4	196,038 0	5,785 2 6	578 10 3 2,824 11 7
Total for 20 weeks ...	125,534½	23,180 10 3	2,518 1 3	206,494 20	6,111 12 6	611 3 7 2,929 4 10
COMPARISON.						
Total for corresponding week of previous year ...	4,551½	746 2 0	74 12 3	6,777 20	201 12 0	20 3 6 94 15 9
Per mile of railway corresponding week of previous year ...		26 10 4	2 13 3	242 0	7 3 3	0 14 5 3 7 8
Total to corresponding date of previous year ...	110,784	18,885 11 3	1,888 11 5	205,480 23	7,180 15 3	718 1 8 2,006 13 1

No. 36

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 6, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Administration Report of the Dacca Municipality for 1870-71.

From F. B. SIMSON, Esq., Commissioner of the Dacca Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 183, dated Dacca, the 16th August 1871.)

I HAVE the honor to submit herewith copy of an annual administration report and a statement of actual receipts and expenditure of the Dacca municipality for the year 1870-71.

2 I have very little to write on the report. The chairman has not remarked upon the attendance of the members at municipal meetings; but I may say that throughout the year there has been no complaint from the newspapers or individuals, and if anything worthy of animadversion had occurred, this silence would certainly have been broken. The attention of the committee lately has been chiefly directed to the proposed improvements of the town, for which the Government of India has authorized advance of funds. This is the subject of separate correspondence.

From D. R. LYALL, Esq., Chairman of the Municipal Commissioners, Dacca, to the Commissioner of the Dacca Division,—(No. 56, dated Dacca, the 26th May 1871.)

I HAVE the honor to submit the following account of the receipts and disbursements of the Dacca municipality for the year ended 31st March 1871.

2. In the accompanying statement the total receipts will be found to amount to Rs. 47,646. The collections of house tax have realized Rs. 34,400, a sum which may be considered a fair result. Arrears under this head include one important item, viz. the tax due on Government buildings, amounting nearly to Rs. 2,000; but they will be speedily realized in full or written off as unrealizable.

3. The sum of Rs. 3,500 (which is considerably in excess of amount collected last year) has been realized on account of wheel tax. Additional agency has been employed for the collection of this tax, the work being too much for one man, and arrears—which amounted at close of the year to Rs. 2,557—have rapidly diminished. The vice-chairman has given his special attention to this point.

4. Ferries have been let at an enhanced rent for the ensuing year, and all arrears have been paid up, the total sum realized for 1870-71 being Rs. 3,860. Other minor receipts accruing from pound, bazar rents, &c., have almost fully realized the sum estimated for each.

5. The expenditure for the past year has amounted to Rs. 45,600, a balance of Rs. 2,007 having been carried to next year's account.

6. The municipality has no debts outstanding, and I have the honor to report that the administration of its funds, according to disbursements shown in accompanying statement, has met with careful consideration.

7. The improvement of the sanitary state of the city has been under the frequent consideration of the committee, everything as far as available funds permitted having been done to this desirable end.

8. The Act has been worked regularly, and many nuisances have been removed. 2,200 notices have been issued, and 650 summonses served on offenders against Act and by-laws.

9. The roads of the city have kept in good repair, and about a mile of new road-work has been finished, good materials having been laid to an average depth of five inches. The balance in hand enables us to have the roads put at once into proper order, whereas in former years there has been delay from want of funds. In this balance the Government contribution of Rs. 500 on damage done by elephants is included, it having not yet been spent.

10. The expense of collection is about 11 per cent., owing to the large amount of small items. I see no means of decreasing this.

Statement of the actual receipts and expenditure of the Dacca Municipality for the year 1870-71.

RECEIPTS.

				Rs. As. P.
Balance of last year		..	..	216 9 1
Amount collected on account of the rate of 7½ per cent.				
		upon the annual value of		
		houses, buildings, and lands	34,477	2 6
Ditto	ditto	of tax on carriages, horses, and		
		elephants	3,564	8 0
Ditto	ditto	of fines, &c., under Act III of		
		1864	192	6 3
Ditto	ditto	of rent of Committeeegunj		
		Bazar	1,477	13 0
Ditto	ditto	of rent of Company's garden	160	0 0
Ditto	ditto	of rent of the upper story of		
		municipal office	500	0 0
Ditto	ditto	of license fees	202	0 0
Ditto	ditto	of miscellaneous receipts	1,336	10 3
Ditto	ditto	of fees	15	1 0
Ditto	ditto	of ferries	3,860	1 0
Ditto	ditto	of pounds	1,644	12 9
		Total	47,646	15 10

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 6, 1871. 591

EXPENDITURE.

	Rs. As. P.
Charges incurred in the collection of tax on carriages and horses, &c., and of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses, buildings, and lands	... 4,298 15 3
Conservancy charges	... 7,763 2 9
Amount paid for the maintenance of the city police	... 16,501 1 0
Ditto for repair of committee's tiled huts	... 208 13 3
Ditto for filling up tanks and hollows	... 66 4 0
Ditto for construction of four filth carts	... 409 7 0
Ditto for surface drainage	... 8 6 3
Ditto for repair to bridges and culverts	... 362 2 9
Ditto for construction of six conservancy carts	... 712 8 0
Ditto for purchase of four bullocks	... 100 0 0
Amount expended for new metalling roads—	
I. Road leading from sudder pound to Koonjoo Baboo's house	... 1,008 3 9
II. Dig Bazar road	... 702 3 3
III. Beygum Bazar road	... 386 13 3
IV. Panioty's Lane road	... 478 1 6
V. Steamer ghaut road	... 267 1 6
VI. Road leading from the south of the sudder ameen's court to the south of the judge's court	... 264 2 6
Amount paid for metalling the bund road with rubbish	... 169 8 0
Ditto for repair of the existing roads	... 426 8 3
Ditto as vaccination charges	... 360 0 0
Amount laid out for petty miscellaneous works	... 62 12 6
Ditto for watering the streets	... 1,734 1 3
Establishment of the office of the municipal commissioners constituted under Act III of 1864	... 4,150 14 6
Contingencies of the office of the municipal commissioners, viz.—	
Printing charges	... 290 11 0
Law charges	... 210 11 0
Miscellaneous	... 184 14 6
	686 4 6
Establishment entertained for the repairs of roads	... 4,511 13 9
Balance on the 31st of March 1871	... 2,007 11 1
Total	47,646 15 10

DACCA MUNICIPALITY,
The 26th May 1871.

D. R. LYALL,
Commissioner.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 2nd September 1871.

Number.	District.	Date of return from each district.	Rainfall at Suder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Sept. 1st	·6	Favorable ...	Good, the heavy floods subsiding.	
2	Monghyr	" 2nd	2·4	Fair ...	Bhadoi very much injured. Amun pretty fair now.	
3	Purneah	Aug. 26th	8·8	Rain and sun ...	Both Bhadoi and Aughany are much injured by the floods.	
4	Rajmehal	Sept. 2nd	4·1	Rains and storms	No change.	
5	Deoghor	" 2nd	1·2	Favorable ...	Bhadoi 4 annas loss.	
6	Nya Doomka	" 2nd	3·8	Dry ...	Very favorable all round.	
7	Godda	Aug. 26th	*	Cool and cloudy	Bhadoi gone; late rice excellent.	*No rain gauges.
8	Pakour	Sept. 2nd	·6	Seasonable ...	No change.	
9	Jamtara.	" 2nd	1·6	Rainy and cloudy	Bhadoi almost entirely lost by floods and continual rain; rice also considerably damaged.	
10	Patna	" 2nd			Bhadoi injured; rice good.	
11	Gya	" 2nd	·4	Seasonable ...	Bhadoi excellent. Aughany sown.	
12	Chumparun	Aug. 25th	4·2	Cool ...	Bhadoi and Aughany hopelessly injured by the excessive rains and the floods of the Ganges.	
13	Sarun	" 26th	3·	Wet and unfavorable.	Bhadoi half destroyed; rice promises well.	
14	Shahabad	Sept. 2nd	1·4	Rather rainy ...	Hopeful, but some damage has been done by floods. Ganges, Bhagiruthee, and Gunduck daily rising.	
15	Tirhoot	" 2nd	2·7	Rain and cloudy	Ous slightly injured; Amun good.	
16	Rajshahye.				The rain has done good to the crops.	
17	Bogra	Aug. 25th	5·2	Unpromising ...	Ous much damaged; Amun good.	
18	Dinagepore	" 26th	5·9	Thunder and lightning.	Favorable.	
19	Maldah	" 26th	2·9	Rainy ...	Favorable.	
20	Moorshedabad	Sept. 2nd	1·4	Rainy ...	Good, but partially injured by inundation.	
21	Pubna	Aug. 26th	3·1	Seasonable ...	Gloomy. Floods have done further damage.	
22	Rungpore	" 26th	6·6	Rainy ...	Ous slightly injured; Amun good.	
23	Burdwan	Sept. 2nd	5·1	Rainy and fair.	The rain has done good to the crops.	
24	Bancoorah	" 2nd	·8	Hot ...	Ous much damaged; Amun good.	
25	Beerbhoom	" 2nd	2·7	Rain and sun ...	Favorable.	
26	Hooghly	" 2nd	2·	Fair ...	Good.	
27	Howrah	" 2nd	2·	Favorable ...	Favorable, with partial damage to the early crops.	
28	Midnapore	" 1st	1·8	Favorable ...	Good where there have been no floods.	
29	Nuddea	" 2nd	2·6	Generally fair ...	Good.	
30	Jessore	" 1st	1·7	Cloudy and hot...	¾rd of the Ous and ½rds of the Amun will be lost owing to the floods, which are daily increasing.	
31	24 Pergunnahs	" 2nd	·7	Rainy and cloudy	Ous partly damaged, and Amun almost gone, being mostly under water.	
32	Dacca				Good generally.	
33	Backergunge	Aug. 26th	5·5	Rain and sun ...	Favorable.	
34	Furreedpore					
35	Mymensingh	" 26th	5·8	Rainy ...	Excellent.	
36	Sylhet,	" 26th	12·4	Very wet and cool.	Rains will benefit the crops.	
37	Cachar	" 26th	5·1	Mild ...	Good. Ous partly damaged.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 6, 1871. 593

Number.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
38	Chittagong.	Aug. 25th	7·4	Very rainy ...	No injury to the crops.	
39	Noakhally or Bullooh	" 25th	6·5	Rainy ..	Good.	
40	Tipperah	" 26th	9·6	Rainy ...	Good.	
41	Hill Tracts of Chittagong	" 19th	2·5	Rain ...	Rice good; cotton thriving.	
42	Cuttack	" 26th	·3	Fine ...	Good	
43	Balasore	Sept. 2nd	·3	Good ...	Excellent.	
44	Pooree	Aug. 25th	·2	Not good ...	Very fair.	
45	Hazareebagh	Sept. 2nd	·9	Favorable ...	Favorable.	
46	Lohardugga					
47	Maunbhoom	Sept. 2nd	2·9	Very favorable	Good	
48	Singbhoom	Aug. 26th	·7	Seasonable ...	Very favorable.	
49	Durrung	" 26th	8·2	Rain and sun ...	Fair.	
50	Nowgong	" 26th	20·5	Rainy ...	Favorable, but in some places floods have done injury.	
51	Seesaugor.	" 26th	13·6	Very damp, worm, and unhealthy.	Good, but some damage by floods.	
52	Kamroop	" 26th	7·1	Rainy ..	Rains have done good.	
53	Luckimpore.	" 26th	3·6	Rainy and cloudy	Satisfactory.	
54	Khasi and Jynteah Hills.	" 26th	5·7	Rainy ...	Promising well.	
55	Naga Hills.					
56	Julpigoree	" 26th	11.	Wet ...	Rains have done good.	
57	Gowalparak	" 26th	5·1	Rainy ...	Cultivation going on.	
58	Garo Hills	" 26th	10·3	Seasonable ...	Healthy.	
59	Darjeeling	" 28th	10·8	Rainy ...	No change.	
60	Cooch Behar	" 26th	*	Seasonable ...	Good.	No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 5th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office,

Division.	Stations.	Rainfall from 14th to 20th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	0'10	42'88	27th Aug. 1871.	
	Jail ...	0'09	0'26	38'81	ditto.	
	False Point ...	0'20	Not received	44'10	20th Aug. 1871	
	Jajipore ...	1'25	1'44	70'10	27th Aug. 1871.	
	Kendraparah ...	0'40	Nil	35'30	ditto.	
	Jugutsingapore ...	0'20	1'40	35'83	ditto.	
	Sumbulpore ...	Not received	Not received	32'97	13th Aug. 1871.	
	Balasore ...	0'90	2'18	43'60	27th Aug. 1871.	
	Bhuddruck ...	0'45	0'32	44'86	ditto.	
	Pooree ...	0'78	1'20	40'08	ditto.	
	Khoordah ...	0'71	4'29	43'57	ditto.	
	Hazareebagh ...	4'43	0'41	40'27	ditto.	
CHOTA NAGPORE.	Burhee ...	5'67	1'50	38'37	ditto.	
	Pachamba ...	8'77	2'85	46'06	ditto.	
	Ranchee ...	2'04	3'27	47'53	ditto.	
	Palamow ...	3'57	2'52	39'24	ditto.	
	Purulie ...	5'18	4'18	53'09	ditto.	
	Gobindpore ...	5'09	4'78	40'89	ditto.	
	Chyebassa ...	0'80	0'69	43'74	ditto.	
	Patna ...	3'01	2'72	39'14	ditto.	
	Behar ...	3'78	1'94	44'59	ditto.	
	Barh ...	1'21	1'13	25'64	ditto.	
	Dinapore ...	3'48	0'33	40'40	ditto.	
	Gya ...	5'76	1'38	41'79	ditto.	
PATNA.	Sherghatty ...	5'64	3'62	37'61	ditto.	
	Nowadah ...	5'40	0'67	39'99	ditto.	
	Arungabad ...	5'70	1'26	33'02	ditto.	
	Chumparun ...	3'71	Not received	29'29	20th Aug. 1871.	
	Bettiah ...	0'75	ditto	28'61	ditto	From 5th June.
	Chuprah ...	4'75	2'90	49'58	27th Aug. 1871.	
	Sewan ...	5'08	6'66	45'99	ditto.	
	Mozuflerpore ...	2'30	1'80	40'19	ditto.	
	Durbhangah ...	1'91	9'18	53'67	ditto.	
	Seetamaree ...	2'08	7'93	41'47	ditto.	
	Tajpore ...	1'70	2'00	64'79	ditto.	
	Mudhubani ...	1'73	11'69	40'64	ditto	Not recorded 6th to 19th March.
BRAHMAPURE.	Hajipore ...	2'21	3'43	25'15	ditto	From 1st April.
	Arrah ...	6'96	5'70	48'53	ditto.	From 22nd May.
	Buxar ...	8'90	4'58	63'83	ditto.	
	Sassaram ...	5'16	2'60	35'91	ditto.	
	Bhubhoorah ...	6'71	2'31	45'95	ditto.	
	Benares ...	4'05	2'50	39'63	ditto.	
	Bhaungulipore ...	2'45	0'92	29'33	ditto.	
	Mudheypoorah ...	1'22	6'20	42'23	ditto.	
	Banksa ...	0'44	3'17	34'26	ditto.	
	Soopool ...	1'89	12'25	14'14	ditto	From 14th August.
	Moughyr ...	3'36	5'49	43'03	ditto.	
RAJSHAHI.	Jamooie ...	3'50	2'30	39'03	ditto.	
	Begoosari ...	3'04	1'54	33'77	ditto.	
	Deoghur ...	5'97	1'74	48'11	ditto.	
	Jamtara ...	7'45	4'10	55'33	ditto	
	Rajmehal ...	3'00	6'20	48'00	ditto	From 13th Feb., and not received 20th and 21st May.
	Pakour ...	1'40	5'30	32'04	ditto	From 21st May.
	Purneah ...	4'22	9'71	56'45	ditto.	
	Kishengunge ...	4'06	Not received	38'32	20th Aug. 1871	From 13th June.
	Arraria ...	4'66	5'24	40'44	27th Aug. 1871	From 26th June.
	Rampore Beauleah ...	6'17	5'70	60'00	ditto.	
	Nattore ...	1'87	3'99	58'87	ditto.	
Burdwan.	Bograh ...	5'59	6'50	70'72	ditto.	
	Dinagepore ...	4'44	4'99	56'10	ditto.	
	Maldah ...	0'95	2'71	36'31	ditto.	
	Berhampore ...	3'64	2'44	50'15	ditto.	
	Jungipore ...	2'97	3'53	45'14	ditto.	
	Lalbagh ...	4'27	2'74	43'71	ditto	From 16th Jan.
	Jamookandi ...	6'13	4'09	44'88	ditto	From 17th April.
	Pubna ...	3'03	2'28	57'73	ditto.	
	Serajgunge ...	4'80	2'08	60'08	ditto.	
	Rungpore ...	2'40	6'10	70'70	ditto.	
	Bhowanigunge ...	2'33	3'24	51'20	ditto	From 22nd January.
	Titalya ...	3'16	7'06	57'60	ditto.	
Midnapore.	Burdwan ...	8'32	3'91	50'58	ditto.	
	Cutwa ...	5'02	3'44	47'65	ditto.	
	Culna ...	6'02	2'03	53'97	ditto.	
	Bood-Bood ...	9'27	3'93	55'13	ditto.	
	Bancoorah ...	5'27	2'17	50'00	ditto.	
	Raneeungunge ...	4'58	4'22	45'28	ditto.	
	Sooree ...	8'23	3'74	46'09	ditto.	
	Hooghly ...	10'32	1'90	64'49	ditto.	
	Serampore ...	3'45	3'75	42'93	ditto.	
	Jehamabad ...	Not received	Not received	30'37	23rd July 1871	From 20th Mar.
	Howrah ...	3'01	2'02	75'07	27th Aug. 1871.	From 21st April, and not received 10th to 16th July.
	Midnapore ...	4'03	3'20	55'79	ditto.	
Contai.	{ Dy. Collr.'s Office ...	1'88	0'31	56'64	ditto.	
	{ Mng'r's. Office ...	2'43	0'52	66'12	ditto.	
	Gurbetta ...	3'28	2'04	49'09	ditto	From 6th February.
	Tumloc ...	4'37	1'07	62'19	ditto.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 6, 1871. 595

DIVISIONS.	Stations.	Rainfall from 14th to 20th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	5.29	3.00	48.40	27th Aug. 1871.	
	Bongong	7.86	Not received	57.98	20th Aug. 1871.	
	Ranaghat	3.90	2.19	48.05	27th Aug. 1871.	
	Meherpore	2.43	Not received	41.71	20th Aug. 1871.	
	Chooadangah	5.55	ditto	61.35	ditto.	
	Koositeah	3.56	3.07	63.12	27th Aug. 1871.	
	Jessore	8.06	4.31	70.23	ditto.	
	Khoonah	10.76	2.01	62.85	ditto	From 16th February.
	Jenidah	4.60	7.44	73.75	ditto	From 6th March.
	Nurail	4.84	1.08	51.03	ditto	From 3rd April.
	Magoorah	3.16	2.27	35.22	ditto	ditto.
	Bagirhaut	7.27	3.07	64.39	ditto	ditto.
	Saugor Island	4.70	0.50	73.90	ditto.	
	Calcutta	2.56	2.87	75.25	ditto.	
	Alipore { Jail	2.43	2.92	79.46	ditto.	
	Hospital	2.77	2.56	78.21	ditto.	
	Barrackpore	Not received	Not received	65.24	6th Aug. 1871.	
	Dum-Dum	1.92	ditto	52.09	20th Aug. 1871.	
	Baraset	2.85	ditto	54.74	ditto.	
	Satherah	5.54	ditto	59.88	ditto.	
	Busscherhaut	4.78	ditto	58.95	ditto.	
	Diamond Harbour	4.28	ditto	67.60	ditto.	
	Barriopore	2.73	ditto	66.44	ditto.	
DACC.	Dacca { Telegraph Office	4.77	1.58	73.46	27th Aug. 1871.	
	Jail	3.50	1.60	68.70	ditto.	
	Burrisal	6.07	3.06	72.93	ditto.	
	Dowlat Khan	9.94	7.41	84.05	ditto.	
	Perozepore	13.88	3.92	74.43	ditto.	
	Madaripore	7.68	3.32	65.64	ditto.	
	Furreedpore	6.70	6.08	76.54	ditto.	
	Goalundo	3.41	4.65	41.79	ditto	From 5th June.
	Mymensing	4.94	Not received	77.70	20th Aug. 1871.	
	Jamalpore	5.97	7.12	62.15	27th Aug. 1871.	Not received 12th to 18th June.
	Atteah	1.33	3.77	80.77	ditto.	
	Kishoregunge	1.65	Not received	77.37	20th Aug. 1871.	
	Sylhet	7.28	10.78	107.05	27th Aug. 1871.	
	Cachar	2.26	Not received	64.20	20th Aug. 1871.	
	Hylakandy	4.24	ditto	64.84	ditto	Not received 10th to 23rd July.
CHITTAGONG.	Koyah	0.98	ditto	74.72	ditto	Not received 17th to 23rd July and 31st July to 6th Aug.
	Chittagong { Telegraph Office	7.70	7.30	84.68	27th Aug. 1871.	
	Jail	6.52	7.02	88.27	ditto.	
	Cox's Bazar	19.20	Not received	130.45	20th Aug. 1871.	
	Rangamatta Hill	2.48	ditto	71.86	ditto.	
	Noakhally	7.75	4.84	94.50	27th Aug. 1871.	
	Tipperah	4.15	8.70	83.17	ditto.	
	Brahmanbariah	2.99	Not received	78.09	20th Aug. 1871.	
	Akyab	11.60	8.80	163.30	27th April 1871	
	Buxa	8.88	10.33	139.30	ditto.	
COOCH BEHAR.	Gowalparah	1.67	Not received	71.59	20th Aug. 1871.	
	Dhoobree	1.25	7.80	52.66	27th Aug. 1871.	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills)	4.66	8.01	82.75	ditto.	
	Darjeeling { Telegraph Office	Not received	Not received	70.69	31st July 1871.	
	Hospital	6.96	9.34	88.43	27th Aug. 1871.	
	Rungbee	Not received	Not received	117.04	31st July 1871.	
	Fulacottah	ditto	ditto	43.97	6th Aug. 1871.	
	Jutipgooree	3.58	11.27	75.45	27th Aug. 1871.	
Assam.	Boda	5.94	6.85	54.62	ditto	Not received 31st July to 6th Aug.
	Tezpore	2.94	Not received	61.25	20th Aug. 1871.	
	Nowgong	10.54	21.30	95.17	27th Aug. 1871.	
	Mungledey	1.57	Not received	51.74	20th Aug. 1871.	From 30th January.
	Burpettah	2.98	ditto	59.93	ditto.	
	Gowhatta	4.09	ditto	44.47	ditto.	
	Seesbaugor	8.76	ditto	85.56	ditto.	
	Jorehaut	5.53	ditto	68.74	ditto	From 27th February.
	Golaghat	3.94	ditto	80.39	ditto.	
	Nazeerah	6.42	ditto	79.93	ditto.	
	Debrooghur	2.91	ditto	78.55	ditto.	
	Suddya	3.69	ditto	66.52	ditto	Not received 31st July to 6th Aug.
	Shillong	1.15	ditto	48.52	20th Aug. 1871.	
	Cherrapoonjee	23.06	ditto	230.16	ditto	From 18th February.
	Jowai	2.78	ditto	82.99	ditto.	
	Samogoodting	Not received	ditto	34.06	13th Aug. 1871.	

HENRY F. BLANFORD,

CALCUTTA,
The 2nd September 1871.
Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 27th Aug. to 2nd Sept. 1871.

STATION	Date	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.	
					Dry.	Wet.		Direction.	Velocity.				
CALCUTTA.	Augt.	27th	10	29°747	29°765	84°4	80°3	83	S	...	K, C		
		16	29°634	29°652	86°0	81°0	79	S	...	...	C, CS	
	28th	10	29°734	29°752	85°5	81°0	81	S S E	...	0°10	K		
		16	29°639	29°657	82°5	80°2	89	S E	...	0°30	S, K		
	29th	10	29°759	29°777	86°7	81°2	76	S S E	...	...	S, K	
		16	29°672	29°690	88°0	82°4	78	S S E	...	0°25	K		
	30th	10	29°819	29°837	86°7	81°7	79	S S E	...	...	K, C	
		16	29°710	29°728	91°0	82°0	68	S by W	...	...	K, C	
	31st	10	29°859	29°877	87°8	81°8	76	S S E	...	0°07	K		
SEPT.	15	29°745	29°763	86°0	81°6	83	S S W	...	0°06	K			
1st	10	29°800	29°818	86°2	81°5	81	S by W	...	0°10	K, N			
	16	29°674	29°692	85°0	80°6	83	S S W	...	...	S, C		
2nd	10	29°763	29°781	83°6	79°8	85	S S W	...	...	S, K		
	16	29°628	29°646	88°5	82°3	76	S S W	...	...	S, K		
CALCUTTA.	Augt.	27th	10	29°765	29°771	83	80	87	S S W	29°0*	0°10	N	p, o, u
		16	29°639	29°645	87	82	79	S E	6°3*	0°10	N	b, v	
	28th	10	29°739	29°745	86	82	83	S E	9°0*	...	N	b, u	
		16	29°655	29°661	87	82	79	S E	7°7*	0°10	N	b, p, v	
	29th	10	29°755	29°761	86	83	87	S E	4°7*	0°10	N	b, v	
		16	29°663	29°669	86	82	83	E S E	9°6*	0°10	N	b	
	30th	10	29°820	29°826	88	83	80	E S E	6°4*	...	N	b	
		16	29°709	29°715	89	83	76	E S E	8°6*	...	N	b	
	31st	10	29°856	29°862	89	83	76	E	7°7*	...	N	b	
SEPT.	16	29°745	29°751	88	82	76	E S E	12°6*	...	N	b		
1st	10	29°826	29°832	87	83	83	S S W	6°1*	0°10	N	b, p, v		
	16	29°601	29°607	87	82	79	S S E	12°7*	...	N	b		
2nd	10	29°777	29°783	88	82	76	S	14°7*	0°10	N	b, v		
	16	29°661	29°667	88	82	76	S	15°9*	...	N	b		
CALCUTTA.	Aug.	27th	10	29°736	29°846	84	78	75	S	5°6*	0°40	CK, K	b, v
		16	29°612	29°722	85	78	71	S W	11°8*	...	K, KS	b	
	28th	10	29°723	29°832	86	81	79	E S E	4°9*	...	K, C	b	
		16	29°641	29°751	83	80	87	S W	8°2*	...	CS, K	b	
	29th	10	29°721	29°830	86	80	75	E N E	3°3*	...	CK	b	
		16	29°618	29°727	86	79	72	W	8°0*	...	CK, C	b	
	30th	10	29°765	29°875	83	77	75	N E	3°5*	0°10	CK, KS	b, v	
		16	29°675	29°783	90	80	63	E N E	2°0*	...	CK, C	b	
	31st	10	29°819	29°928	88	80	69	E	5°6*	...	K	b	
SEPT.	16	29°731	29°831	84	80	83	S W	7°3*	...	C, K	b		
1st	10	29°800	29°909	86	80	75	S	3°4*	...	K	b		
	16	29°661	29°770	86	80	75	S W	6°8*	...	K, CK	b		
CUTTACK.	Aug.	26th	10	29°909	29°939	90	74	44	W S W	7*	bc
		16	29°797	29°827	87	78	65	E	10*	...	...	bc
	27th	10	29°859	29°880	88	75	52	W S W	10*	...	...	bc
		16	29°729	29°750	93	75	40	S W	9*	...	...	bc
	28th	10	29°789	29°819	88	73	46	S W by W	10*	...	...	bc
		16	29°658	29°688	90	75	47	E	5*	...	...	o
	29th	10	29°717	29°747	76	73	86	S W	8*	0°44	...	o	
		16	29°618	29°648	81	75	74	S W	6*	0°03	...	o	
	30th	10	29°685	29°715	81	74	70	S S W	8*	0°04	...	bc	
		16	29°634	29°664	86	76	61	S by E	4*	...	...	bc
	31st	10	29°810	29°840	86	73	51	S W	10*	...	...	bc
SEPT.	16	29°708	29°738	86	75	57	S W by W	3*	...	...	o	
1st	10	29°834	29°864	83	76	71	S E	4*	...	...	m	
	16	29°684	29°714	85	77	68	E by S	8*	...	...	o	
2nd	10	29°812	29°872	78	74	81	W by N	4*	...	...	bc	
	16	29°701	29°731	81	75	74	N E	4*	...	...	bc	
CUTTACK.	Aug.	26th	10	29°744	29°825	90	81	68	W N W	0°3*	...	KS, C	
		16	29°621	29°703	87	78	65	S W	0°4*	...	K, KS, C		
	27th	10	29°702	29°784	83	80	87	S S W	0°2*	...	N, C		
		16	29°575	29°657	87	81	76	E N E	0°1*	...	N, C		
	28th	10	29°652	29°734	85	79	75	N N W	0°1*	0°10	KS, N	fair	
		16	29°565	29°647	88	81	72	E	0°4*	...	N, KS	fair	
	29th	10	29°676	29°758	86	79	72	E	0°2*	...	KS, N	cloudy	
		16	29°575	29°656	90	81	66	E S E	0°4*	...	KS, N		
	30th	10	29°728	29°808	88	80	69	E S E	0°1*	0°20	KS	fair	
		16	29°644	29°726	88	80	69	S E	0°4*	...	K	fair	
	31st	10	29°776	29°858	86	80	75	S S E	0°2*	...	KS	fair	
SEPT.	16	29°656	29°738	84	80	83	S	0°4*	...	N	'u		
1st	10	29°726	29°808	86	80	75	S E	...	0°80	N, CK			
	16	29°624	29°706	87	79	68	S S W	0°3*	...	KS	d		
2nd	10	29°729	29°811	86	79	72	S S W	0°3*	0°50	KS	cloudy		
	16	29°695	29°687	87	80	72	S S W	0°7*	...	KS, N	o		
CUTTACK.	Augt.	27th	10	29°844	29°859	79	77	90	E S E	1	0°40	CK	b
		16	29°683	29°698	84	78	75	S	1	...	CK	b	
	28th	10	29°802	29°817	84	79	79	S	1	...	K, C	b	
		16	29°690	29°705	85	79	75	S	1	...	CS, K	b	
	29th	10	29°795	29°810	83	79	83	E	1	...	KS, CS, CK	b	
		16	29°675	29°690	87	81	76	S W	1	...	CS, K	b	
	30th	10	29°849	29°864	81	77	82	S S W	1	...	C, K	b	
		16	29°750	29°765	85	79	75	S	1	...	CS, K	b	
	31st	10	29°901	29°916	84	79	79	S E	1	...	C, CS, K	b	
SEPT.	16	29°779	29°794	85	79	75	S	2	...	CS, K	b		
1st	10	29°864	29°879	83	79	83	S E	1	...	CK	b		
	16	29°780	29°745	85	79	75	S S W	1	...	CS, K	b		

* Velocity of wind in miles per hour.

CALCUTTA,
The 2nd September 1871.
HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 16th TO 31st JULY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.				THERMOMETER.												RAINFALL.				
	MEAN OF				SOLAR RADIATION.				MEAN OF				HUMIDITY.				RAINFALL.				
	Mean.	4 hours.	10 hours.	16 hours.	Mean.	Max.	Min.	Mean.	10 hours.	16 hours.	24 hours.	Absolute rain.	Day.	Mean.	Lowest Min.	Day.	Mean.	16 hours.	24 hours.	10 days.	No. of days.
Port Blair	110	29° 22'	29° 22'	29° 22'	113	116.5	98h	127.0	20th	103.5	103.5	84.9	85.6	89.6	89.6	113	20th	79.5	71	74	52
Madras	27	29° 22'	29° 22'	29° 22'	113	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	70	72	0.90	6
Vizagapatam	31	29° 35'	29° 55'	29° 63'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	80	80	287.5	16
Akyab	15	29° 05'	29° 63'	29° 68'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82	83	87	89
Phase Point	187	29° 55'	29° 55'	29° 55'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	78.0	10	8.14	12
Uttaick	80	28° 48'	28° 53'	28° 56'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	81.7	81.7	77	89
Saugor Island	6	29° 53'	29° 62'	29° 62'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.9	82.9	65	63
Chittagong	108	29° 12'	29° 51'	29° 57'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	83.6	83.6	49.8	12
Chittagong	27	28° 52'	29° 51'	29° 51'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Cilembata	1811	28° 52'	29° 51'	29° 51'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Jessore	27	29° 52'	29° 50'	29° 50'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Dacca	35	26° 53'	29° 53'	29° 53'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Cachar	6891	29° 53'	29° 53'	29° 53'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Hassanbeehang	2014	27° 53'	27° 51'	27° 51'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Berhampore	80	29° 45'	29° 45'	29° 45'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Garia	400	29° 17'	29° 16'	29° 16'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Patna	179	29° 25'	29° 33'	29° 33'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Monghyr	1604	26° 34'	29° 33'	29° 33'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Darjeeling	6.945	23° 23'	23° 23'	23° 23'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Goalpara	386	29° 17'	29° 17'	29° 17'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Shillong	4792	26° 07'	26° 09'	26° 09'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Bunras	2627	28° 26'	29° 27'	29° 27'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12
Roorkee	6187	28° 04'	28° 04'	28° 04'	116.5	116.5	98h	127.0	20th	103.5	103.5	84.3	84.3	84.3	84.3	90.8	20th	82.2	82.2	7.01	12

CALCUTTA—JULY 1871.

Mean Barometric pressure of 16 years ... 29° 53' Mean humidity of 16 years ... 83.5
 Ditto ditto of 1871 ... 29° 55' Ditto ditto of 1871 ... 82.6
 Excess in 1871015 Deficit in 1871 ... 0.9 Excess in 1871 ... 3

Mean rainfall of 16 years ... 85 Mean rainfall of 16 years ... 85
 Ditto ditto of 1871 ... 88 Ditto ditto of 1871 ... 88
 Excess in 1871 ... 3 Excess in 1871 ... 3

CALCUTTA,
The 2nd September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	29.754	85.1	95	S 29° W
Madras	29.611	84.4	74	S 70° W
Vizagapatam	29.669	80.0	83	S 7° E
Akyab	29.506	83.5	71	S 85° W
Faise Point	29.579	81.8	55	S 35° W
Cuttack	29.543	83.5	51	S 63° W
Saugor Island	29.654	80.4	69	S 60° E
Chittagong	29.544	82.4	70	S 5° E
Calcutta	29.552	82.3	43	S 23° E
Jessore	29.586	81.7	84	S 32° E
Dacca	29.625	80.4	11	N 47° E
Cachar	29.510	81.8	22	S 47° E
Hazareebaugh	29.540	83.6	37	N 89° E
Berhampore	29.538	83.1	19	N 89° E
Gya	29.511	82.4	34	S 67° E
Patna	29.583	83.4	54	S 77° E
Monghyr	29.553	82.9	63	S 60° E
Darjeeling	29.567	81.9	32	S 48° E
Gowalparah	29.591	82.2	18	S 41° W
Shillong	29.533	84.1	14	N 76° E
Benares	29.524	84.0	40	S 32° E
Roorkee				

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's table as given in Guyot's " Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rain-fall from the previous tables.

CALCUTTA,
The 2nd September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
Total traffic for the week ...	82,060	Rs. As. P. 92,967 2 5	£ s. d. 8,521 19 9	Mds. Srs. 330,172 10	Rs. As. P. 1,61,052 6 3	£ s. d. 14,763 2 9	£ s. d. 23,285 2 6
Or per mile of railway ...		72 10 7	6 13 3		125 13 11	11 10 9	18 4 0
For previous 6 weeks of half-year ...	531,563	6,35,002 7 0	58,298 11 2	2,385,265 10	14,80,257 14 0	135,690 6 1	193,898 17 3
Total for 7 weeks ...	613,623	7,27,969 9 5	66,730 10 11	2,715,437 20	16,41,310 4 3	150,453 8 10	217,183 19 9
COMPARISON.							
Total for corresponding week of previous year ...	77,704	1,03,909 12 5	9,525 1 3	422,385 10	3,16,465 10 8	25,000 7 1	38,534 8 4
Per mile of railway corresponding week of previous year ...		91 13 4	7 8 11		279 11	22 13 5	30 2 4
Total to corresponding date of previous year ...	642,635½	8,01,756 10 9	73,494 7 3	3,544,770 20	24,32,651 5 1	223,003 0 9	296,497 8 0

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 223 miles open.

	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,273	8,726 5 4	799 18 3	23,692 30	6,433 9 9	589 15 0
Or per mile of railway ...		39 2 2	3 11 9		28 13 7	2 12 11
For previous 6 weeks of half-year ...	21,472½	51,413 11 2	4,712 18 6	210,476 20	48,638 15 9	4,458 11 5
Total for 7 weeks ...	24,745½	60,140 0 6	5,512 16 9	236,169 10	55,672 9 6	5,048 6 5
COMPARISON.						
Total for corresponding week of previous year ...	2,810½	6,866 11 1	629 8 11	9,759 0	3,410 14 8	312 13 4
Per mile of railway corresponding week of previous year ...		30 12 8	2 16 5		15 4 9	1 8 1
Total to corresponding date of previous year ...	24,030	61,273 6 6	5,616 14 7	120,667 0	39,278 9 8	3,600 10 9

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 19th August 1871, on 156½ miles open.

	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	23,778	12,441 9 0	1,140 9 7	194,623 38	74,453 14 0	6,824 18 10
Or per mile of railway ...	152	79 7 11	7 5 9	1,244 0	475 11 11	* 43 12 2
For previous 7 weeks of half-year ...	172,908½	94,711 0 7	8,681 16 10	732,490 35	2,77,465 7 8	25,434 6 8
Total for 8 weeks ...	196,680½	14,07,152 9 7	9,822 6 5	927,114 33	3,51,919 6 5	32,259 5 6
COMPARISON.						
Total for corresponding week of previous year ...	20,740½	11,535 9 5	1,057 8 7	131,428 34	32,500 10 8	2,979 4 7
Per mile of railway corresponding week of previous year ...	183	101 13 9	9 6 9	1,161 0	286 15 8	26 6 2
Total to corresponding date of previous year ...	174,832	90,720 7 5	8,316 6 11	715,424 33	1,30,116 3 10	11,927 6 6

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 19th August 1871, on 28 miles open.

	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,116	661 4 9	66 2 7	8,218 0	203 11 9	26 7 6
Or per mile of railway ...	147	23 7 7	2 7 0	294 23	9 6 8	0 18 10
For previous 20 weeks of half-year ...	125,634½	23,180 10 3	2,318 1 3	266,494 20	6,111 12 6	611 3 7
Total for 21 weeks ...	120,650½	23,841 15 0	2,384 3 10	214,742 20	6,375 8 3	637 11 1
COMPARISON.						
Total for corresponding week of previous year ...	4,163	700 9 9	70 1 2	7,342 18	219 8 6	21 19 1
Per mile of railway corresponding week of previous year ...	149	25 0 4	2 10 1	202 6	7 13 5	0 15 8
Total to corresponding date of previous year ...	114,947	19,586 5 0	1,938 12 7	212,823 0	7,400 5 9	740 0 9

No. 37

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 13, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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The Annual Report of the Chittagong Port Fund for 1870-71.

From H. HANKEY, Esq., Officiating Commissioner of the Chittagong Division, to the Officiating Secretary to the Government of Bengal, General Department,—(No. 15, dated Chittagong, the 18th June 1871.)

I HAVE the honor to submit the annual report of the Chittagong port fund for the year 1870-71, together with a statement showing the receipts and disbursements of the port fund for the same period.

2. *Paragraph 2 of the Collector's Report.*—The statement in paragraph 2 of the collector's report exhibits a decrease of 13 vessels owned by Europeans which entered the port in 1870-71, as compared with the previous year. The decrease in tonnage amounts to 8,522. This is attributed to the falling off in the importations of Liverpool salt during the year just past. There is a decrease also in the number and tonnage of European vessels employed in the foreign trade, as a larger number of vessels proceeded to Home ports, where more favorable markets were prevailing. The falling off in the number and tonnage of native crafts is owing to the unseaworthiness of some of these vessels and loss of six others during the south-west monsoon. On the whole, the statement above referred to exhibits a decrease of 117 vessels, and a net decrease of 10,957 tonnage, owing to the several reasons mentioned above.

3. *Paragraph 11.*—The port dues and miscellaneous receipts amounted to Rs. 17,039 and Rs. 203 respectively in 1870-71, against Rs. 19,596 and Rs. 1,504

in the year preceding. The decrease is principally due to the falling off in the number and tonnage of European vessels direct from Europe. No old materials being available for sale in the year under report, the item headed "sale of old materials" also shows a decrease of Rs. 1,201, as compared with the year 1869-70. The decrease under other heads is not so marked.

4. *Paragraph 19.*—The suggestions of the collector seem to me well worthy of adoption. I would recommend therefore that, as an experiment at all events, it should be tried, and that port dues be entirely abolished for balam boats and others carrying on trade in inland waters. Schemes are on foot for bringing trade to the port by means of a railway or a canal at an enormous expenditure. These schemes may never come to any thing: their accomplishment is at any rate a matter of time. Meanwhile I think our endeavours should be directed to attract trade by every possible means. If the experiment fail to produce the desired results, it will not have been at any large sacrifice of revenue, and, as before remarked, it is worth a trial.

5. *Paragraph 20.*—The infringements of the provisions of the Port Act have been prevented in a great measure, as the collector had not found occasion to levy more than Rs. 61 in the shape of fines in 1870-71, against Rs. 303 of the year 1869-70.

6. *Paragraph 23.*—The statement of disbursements for the year 18771-0 has been prepared in the office of the collector of customs without receiving the details of the Calcutta expenditure, which have not yet been supplied by the accountant-general's department. The calculation of the cost of stores, &c., has therefore been made in accordance with the rates of the previous year. As it is very desirable that the collector should be in possession of the accountant-general's memorandum of expenditure before the preparation of the annual report of the port fund, in order to obviate subsequent references and corrections, I suggest that the accountant-general be directed to furnish the collector of customs here with details of expenditure at the end of every quarter, and with the details of the last quarter as soon after the close of the year as possible, so as to admit of their being included in the annual report of the collector in due time.

7. *Statement No. 3 in paragraph 23.*—The disbursements amounted to Rs. 23,925 in 1870-71, showing an increase of Rs. 14,914 over the previous year. This is almost entirely accounted for by the charges incurred in re-buoying the Chittagong river, and purchasing a few of the materials which will be required for the moorings of a contemplated floating jetty, and by the contributions from the port fund towards erecting a pucca dispensary and hospital.

8. *Paragraph 31.*—In paragraph 12 of my letter No. 127, dated 29th ultimo, I solicited the sanction of the Government to a sum of Rs. 25,000 from the port fund for the purchase of a schooner, and strongly urged on the Government to replace the *India* by some river steamer of similar draught, as I thought it would be unwise and inexpedient to combine the two vessels.

9. *Paragraph 39.*—The collector of customs has written to the master attendant at Calcutta to say that the statement of expenditure incurred on account of the re-buoying of the navigable channels leading to the port of Chittagong should not have included certain charges aggregating Rs. 2,543, and that the actual cost of re-buoying the river should consequently amount to Rs. 8,163 in place of Rs. 10,706 shown in his (master attendant's) letter No. 1210, dated the 4th March 1871, to the Government. The master attendant's views have not been communicated to me yet. I am of opinion, however, that the charges alluded to by the collector of customs in paragraph 39 of his report should not be shown in the statement of expenditure for re-buoying the river Kurnafoolee.

10. *Paragraph 42.*—With reference to the collector's recommendation that the chains and cables be returned to Calcutta, my predecessor requested the collector to "retain the chains and cables until the question as to the best mode of improving the jetty is finally decided, as these chains and cables were brought down after a great deal of correspondence, and as they may be required

again if a floating jetty be ultimately decided on." No definite proposal for the improvement of the jetty at the port of Chittagong has as yet been received from the superintending engineer, whose attention has again been invited to the subject.

11. *Paragraph 46.*—I shall submit a separate report on the subject of the improvement of the jetty when the superintending engineer's reply is received.

12. *Paragraph 45.*—Only a few days ago the assistant engineer was requested to push on the work and to report the cause of the delay that has already occurred in completing the work. The assistant engineer explains that the delay in carrying out this work was caused, in the first instance, by the stoppage of the work by the orders of Government at the time of the financial crisis. He informs me that the work was, however, resumed last cold weather, and that the delay since then has been principally caused by the difficulty experienced in getting laborers for the work, which is of such a nature that coolies do not wish to work on it if they can get pleasanter employment. He further informs me that the work has now progressed so far as to afford all the facilities it can ever do for loading and unloading salt, the two flights of steps designed with this view having been completed, and being now available for use.

13. *Paragraph 50.*—A new scale of pilotage fees for the port of Chittagong was sanctioned by the Government of Bengal in their letter No. 972, dated 7th April 1870, and was published in the *Calcutta Gazette*. The receipts from rate of pilotage in 1870-71 amounted to Rs. 8,298, against Rs. 4,881 of 1869-70, showing an increase of Rs. 3,417, whilst the disbursements show a slight net decrease over the year preceding that just past. The recent increase in the pilotage fees has prevented the incidence of any extra expense on the imperial revenues.

14. *Paragraph 65.*—The subject of deepening the Moheshkhali canal has been dwelt upon in the customs annual report.

15. *Paragraph 67.*—His Honor the Lieutenant-Governor agreed with my predecessor in thinking that any charges for the improvement of the Moheshkhali canal should be debited against the Chittagong port fund, and that all receipts from this canal should in future be credited to the same fund. (*Vide* Mr. Thompson's letter No. 2901, dated 13th October 1870.) I do not see any necessity for re-opening the question.

16. *Paragraph 75.*—It is gratifying to note that the natives of the place are bent on constructing stronger vessels possessed of sea-going qualities. As the loss of native vessels during the south-west monsoon occurs every year, it is expected that the construction of a better class of vessels will diminish the number of accidents to vessels owned by natives.

17. *Paragraph 76.*—In forwarding the Government letter mentioned in the concluding portion of paragraph 76, my predecessor remarked as follows: "As regards cargo ships without passengers, you (*i.e.*, the collector of customs) should lose no opportunity of impressing on builders of new vessels that they had better build good ones, as the Penal Code may be brought to bear in the case of unseaworthy vessels." He further added: "I would not, however, do anything, except in very dangerous cases indeed, to stop the cargo brigs now trading, as it would be nearly equivalent to stopping the whole trade of the port at a stroke." No authoritative warning appears to be essentially necessary.

18. *Paragraph 82.*—I concur in the collector's remarks that the survey of the coast should be published separately on a large scale purely as a coasting chart. The subject of cutting a canal along the imperial road from Chittagong to Tipperah, which would undoubtedly facilitate the internal communications, and tend to increase the prosperity of the port of Chittagong, is still under the consideration of the public works department.

19. In my other report I have already given the remarks on the qualification and character of the collector which were left on record by my predecessors. I should prefer not adding to them any opinion of my own until I have had longer opportunities of judging.

From C. MARSHALL, Esq., Conservator of the Port of Chittagong, to the Commissioner of the Chittagong Division,—(No. 32, dated Chittagong, the 5th June 1871.)

I HAVE the honor to submit the annual report of the administration of the port for the year 1870-71.

2. Statement No. 1 exhibits in detail the number and tonnage of classes of vessels which frequented the port during the year under review and the previous year:—

No. 1.

PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Number.	Tonnage.	Number.	Tonnage.		
European vessels direct from Europe	16	10,549	3	2,027	.....	8,522
Ditto ditto from foreign trade	37	18,556	29	12,323	.....	1,232
Ditto ditto from coasting trade	12	4,254	15	5,328	1,074	.....
Chittagong vessels	102	19,004	94	18,374	.....	630
Other native vessels	25	3,852	13	1,921	.....	1,931
Naraingunge inland trade	66	6,871	68	7,795	924	.....
Mail and other steamers	54	13,037	52	12,010	.....	1,027
Balam boats	792	11,018	713	11,405	387	.....
Total square rigged vessels, steamers, and boats	1,104	82,140	987	71,183	2,885	18,342

3. European vessels direct from Europe show a decrease in number of 13, and in tonnage 8,522, when compared with the previous year, which has been solely owing to the falling off in the salt import trade this year.

4. European vessels in the foreign trade, including vessels direct to Europe, to the Mauritius, to Réunion, and Ceylon, show a decrease of eight vessels, and in tonnage 1,232. This is in a great measure due to a larger number of vessels employed in the Home port trade, where more favorable markets were prevailing.

5. European vessels in the coasting trade show an increase of three vessels of 1,074 tons, which is chiefly owing to the reason given in the previous paragraph for the falling off in the foreign trade ships.

6. Chittagong vessels employed in both foreign and coasting trade show a falling off of eight in number, and in tonnage 630, which has been owing to several of the very worst class of these vessels having been laid up unfit for service, and six others having been lost during the south-west monsoon.

7. Other native vessels show a decrease in number and tonnage. These vessels were employed both in the foreign and Home trade, carrying grain or passengers. Their coming and going is uncertain.

8. Naraingunge shows an increase in numbers and tonnage compared with the previous year.

9. Mail and other steamers show a decrease in tonnage of 1,027 tons, owing to no other than the regular mail steamer having visited the port this year.

10. Balam boats exhibit a decrease of 79 boats, but an increase in tonnage of 387 tons: this latter is due to more careful measurement.

11. The following statement is a classified table of the port dues collected during the year 1870-71 and the previous year, with other miscellaneous collections:—

No. 2.

PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Port dues.	Miscellaneous receipts.	Port dues.	Miscellaneous receipts.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
European vessels direct from Europe	2,929	.....	570	.....	.....	2,359
Ditto ditto from foreign trade	3,812	.....	3,466	.....	.....	346
Ditto ditto from coasting trade	1,197	.....	1,498	.....	301	.....
Chittagong vessels	5,345	.....	5,168	.....	.....	177
Other native vessels	1,083	.....	540	.....	.....	543
Naraingunge inland trade	1,392	.....	1,978	.....	584	.....
Mail and other steamers	739	.....	613	.....	.....	126
Balam boats	3,099	.....	3,208	.....	109	.....
Sale of old materials, &c. ... ..	.....	1,201	.....	.....	.....	1,201
Fines ... ..	.....	303	.....	61	.....	242
Sale of charts ... ..	.....	.....	.....	18	18	.....
Refunds ... ..	.....	.....	.....	124	124	.....
Total	19,596	1,504	17,039	203	1,136	4,934

12. The above statement shows a decrease of Rs. 2,557 on port dues alone compared with the previous year, which is chiefly due to the reason assigned in the 3rd paragraph of this report for the falling off in numbers and tonnage of European vessels direct from Europe.

13. *Other native vessels.*—The cause of the decrease is explained in paragraph 7.

14. Naraingunge collection shows an increase of Rs. 584, but, as I remarked in my annual report last year, this trade is irregular, seeing vessels can only navigate certain parts of the channel between Chittagong and the Megna periodically or during certain intervals between the full and change of the moon.

15. Mail steamer being a regular trader, very little change is observable in these collections, and it is only when larger draught vessels are put on the line, or other steamers casually call, that any change would be apparent.

16. Balam boats' port dues show an increase of Rs. 109 when compared with the results of the previous year.

17. The levy of these dues (always collected with difficulty) on boats employed in inland waters, conveying the produce of this and neighbouring districts to the port, seems to me subversive of progress, and if preserved in, will, I fear, lead to a considerable portion of the grain usually shipped from here being conveyed to other markets.

18. If I may be permitted to suggest in an annual report, I would urge the necessity of abolishing these dues on boats employed in inland waters carrying produce, or, if port dues must be levied, reducing the rate to a nominal charge of one anna or two pice a ton, instead of compelling them to pay at the same rate as sea-going vessels.

19. Sale proceeds of old material is *nil* this year, the sum realized during the previous year was from the sale of material collected from the schooner *Swallow* when she was broken up.

20. Fines show Rs. 61 for violation of the Port Act, against Rs. 303 of the previous year; native owners of vessels here frequently infringe the port rules. Threats and warnings, unless followed up by action, seems to have little or no weight in leading them to respect the law.

21. *Sale of Charts.*—This refers to six charts of the Kurnafoolee river sold.

22. *Refund.*—Originally this amount was paid from the port as wages to the serang of the schooner *Swallow*, who was in training to be a pilot, and subsequently, when made a pilot, his salary was transferred as against the pilot fund.

23. Statement No. 3 shows the disbursements in detail of the year under review and of the previous year:—

No. 3.—*Disbursements.*

PARTICULARS.	1869-70.	1870-71.	Increase.	Decrease.
			Rs.	Rs.
Port establishment	2,050	2,203	153	.....
Stores	1,533	.....	.....	1,533
Contingencies	160	271	111	.....
Norman Point and Koottubdea light-house establishment	1,588	1,659	71	.....
Stores	3,507	4,221	714	.....
Contingencies	651	582	.....	69
Schooner <i>Swallow</i> establishment	807	431	.....	376
Stores	.....	.....	.....	.....
Contingencies	117	.....	.....	117
Signal station establishment	137	180	43	.....
Stores	452	.....	.....	452
Patung Point stores	64	.....	.....	64
Ditto, renewing the beacon	.....	594	594	.....
Stationery and printed forms	45	21	.....	24
Re-buoying the Chittagong river	.....	8,163	8,163	.....
Construction of a dispensary and hospital (contribution from port fund)	.....	4,000	4,000	.....
Floating jetty	.....	1,016	1,016	.....
Public works expenditure, repairs to jetty	403	452	49	.....
Ditto ditto ditto	147	.....	.....	147
Repairs to light-house and other buildings at Koottubdea	1,640	132	.....	1,508
Ditto, protecting the light-house from the encroachment of the sea	2,325	.....	.....	2,325
Refund of port dues	79	.....	.....	79
Total	15,705	23,925	14,914	6,694

24. The above statement of disbursements has been corrected for the previous year after the receipt of the details of Calcutta expenditure furnished to this office by the accountant-general's department in September last.

25. Port establishment shows an increased expenditure of Rs. 153, which is chiefly due to increments to the conservator and assistant's salaries.

26. *Stores.*—Nil this year.

27. Contingencies include re-building the store and coal godown, Rs. 76; hire of a vessel for re-laying one of the river buoys, Rs. 42; putting up port boundary marks, Rs. 18; publishing a notice in an Akyab newspaper, that a buoy had been laid on the shoal off

Kootubdea; and various other small charges, showing an expenditure in excess of the previous year of Rs. 111, which, it will be seen, has been owing to the charge for a store godown and the hire of a vessel for re-laying a river buoy, &c.

28. Kootubdea and Norman's Point light-houses' establishment show an apparent increased expenditure of Rs. 71, which is chiefly owing to there being no reduction from the salaries of the establishment on account of absence from duty, or fines, this year, and to a small sanctioned increase to lascars' pay.

29. Stores include oil for the lights, and all other small stores, such as cotton waste, cloth, candles, soap, sponges, chamois leather, and coal tar, and show an expenditure of Rs. 714 in excess of the previous year, which is due to the first instalment of the indent for oil for 1871-72 having been received in the latter end of 1870-71, and thus charged to that year's supply, although none of it had been used until the current year.

30. *Contingencies*.—This expenditure includes charges for electro-plating light reflectors, with freight to and from Calcutta, landing charges, boat-hire for taking empty oil casks to Calcutta, travelling allowance for inspecting the light-houses, &c., and shows an expenditure less by Rs. 69 than in the previous year.

31. Schooner *Swallow* establishment shows a decrease of Rs. 376, which is owing to the reduction made when the schooner was broken up. At present only a crew for the port boats is kept on.

32. *Stores*.—Nil.

33. *Contingencies*.—Nil.

34. Signal station establishment shows Rs. 43 in excess of the previous year, which is owing to the sanctioned increase of one rupee each to the monthly pay of the three lascars employed there.

35. *Stores*.—Nil.

36. *Patunga Point*.—Cost of renewing the beacon, Rs. 594.

37. Stationery and printed forms show a decrease of Rs. 24. The increase or decrease in this expenditure, however, depends upon the demand from the customs department, one-sixth of the cost being invariably charged to the port fund, upon what grounds I am unable to explain.

38. *Extraordinary expenditure*.—Re-buoying the river includes the cost of a first class spire buoy for the shoal patch off Kootubdea light. This work has incurred a large but indispensable outlay. The advantage of a well marked ship channel is sufficiently obvious to need no recommendation here, further than to add that the assurance of a now safe and easy access to the port which the re-buoying the river has established will, in my opinion, do much in a commercial point of view to advance its prosperity.

39. The statement of expenses incurred in re-buoying the river, submitted to Government with the Calcutta master attendant's letter No. 1210, dated 4th March 1870, includes entries totally unconnected with the re-buoying of the river to which I have called attention. For instance, Rs. 888, which was the cost of cocoanut oil, with casks for the use of the Kootubdea and Norman's Point light beacons, is wrongly shown as an expenditure on account of re-buoying the river; in the same way Rs. 1,016, being the cost of two anchors and chain cables supplied by order of the commissioner in anticipation of Government sanction to the erection of a floating jetty, is erroneously charged; and several other items *not supplied*, amounting to Rs. 638-14, are also charged for.

40. Deducting these several amounts from the statement referred to in the previous paragraph, the actual cost of re-buoying the river and supplying spare moorings, &c., amounts to Rs. 8,162-15-1, in place of Rs. 10,706-0-5, which was shown in the statement above referred to.

41. *Contribution (also an extraordinary expenditure) towards building and hospital here*.—This amount was sanctioned by Government in letter No. 1829, dated 12th May 1889, and paid during the year under review.

42. *Floating jetty*.—Under this head is shown the cost of two mooring anchors and 90 fathoms of one-inch chain cable and shackles, ordered in anticipation of Government sanctioning the cost of constructing a floating jetty as there appears now to be very little prospect of a jetty on this principle of construction being adopted. I have recommended they should be returned to Calcutta, as the port can ill afford to allow this money to lie idle.

43. *Repairs to Sudder Ghâl Jetty by Public Works Department*.—In previous annual reports the unsatisfactory state of the jetty, and its practical faultiness of construction have been dwelt upon, and considerable sums are being expended upon it annually to no purpose, but merely to keep it together as a convenient, but not very safe landing and embarking place for passengers; and when it is considered that the jetty is the only public accommodation provided, it is not surprising that merchants and traders complain, and make themselves heard elsewhere, of the entire want of necessary convenience to ship or land their goods.

44. The trade of the port and its future prosperity, I submit, demand consideration, and I am proportionately hopeful that the construction of the new jetty, so long in abeyance, may very soon receive the sanction of Government.

45. The revetment which is being constructed on the river front of the salt golahs has made some progress lately, but far from being sufficiently advanced to obviate any of the difficulties experienced in landing and shipping salt which has been so frequently complained of.

46. It appears from recent information which I have received that the plans of the small and comparatively inexpensive floating jetties (intended for landing and shipping salt only), referred to in my last annual report, which Lieutenant May prepared, and called for estimates of the cost of their construction during his incumbency as assistant engineer, have never been submitted for sanction. This is unfortunate, more especially as I also understood that their cost would be only a trifle more than was sanctioned on the plan proposed by Mr. Atkinson when he was assistant engineer, but far more convenient and useful. I hope they will not be lost sight of by the public works department.

47. *Kootubdea Light-house, &c.*—The cost of repairs this year has been inconsiderable compared with the previous year, when a large sum was expended on an experimental protection of land on the sea front of the light-house, which has since all but disappeared through the wash from the sea-wave of the south-west monsoon.

48. It is now generally admitted by engineers that the only effective protection to land, open to the sweep of a sea-wave is an embankment of loose stones, which, it is to be hoped, will soon be adopted in this case, otherwise we may lose the light-house, which the sea is slowly, but surely, approaching.

49. Notwithstanding the large outlay which the cost of re-buoying the river, &c., has involved, the receipts have nearly covered the entire expenditure of the year, excluding Rs. 4,000 contributed to the hospital, and the cost of the floating jetty moorings.

Pilots.

50. The following statement exhibits the receipts from pilotage, and the disbursements of the year under review and the preceding year:—

No. 4.

	RECEIPTS.				DISBURSEMENTS.				
	1869-70.	1870-71.	Increase.	Decrease.		1869-70.	1870-71.	Increase.	Decrease.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Pilotage ...	4,881 0 0	8,298 2 8	3,417 2 8	.....	Establishment	1,600 0 0	2,393 0 9	703 0 9	.....
Miscellaneous ...	.....	.....	.....	.....	Temporary es- tablishment	186 0 0	525 13 5	339 13 5	.....
Receipts ...	.....	.....	.....	.....	Repairs to pilots' boats, &c. ...	.....	.....	.....	.....
Sale of old cop- per ...	106 0 0	.....	.....	.....	Contingencies	1,758 0 0	704 5 1	.....	1,053 10 11
Total ...	4,987 0 0	8,298 2 8	3,417 2 8	.....	Total ...	3,544 0 0	3,533 3 3	1,042 14 2	1,053 10 11

Receipts.

51. *Pilotage.*—Under this head a large increase is shown, which is due to the enhanced rates sanctioned by Government.

Disbursements.

52. Establishment exhibits a considerable increase in expenditure which is due to an addition to the number and salaries of the pilots.

53. Temporary establishment also shows an increase, due chiefly to a salary being paid from the pilot fund to a native who had been serang of the port schooner while he was running up and down the river with the others learning the duties of a pilot, and the temporary boatmen had been taken on earlier in the season, as there were unusually early arrivals.

54. *Pilot Boat Repairs and Contingencies.*—The former includes Rs. 440, balance of the cost of work done in the previous but paid in the year under review, and Rs. 103 for a further repair to a pilot boat owing to damage done to her while assisting at the re-buoying of the river.

55. Contingencies include two-thirds pilotage paid to a temporary pilot prior to the present addition to the service being sanctioned, a new boat's awning painted, earth-oil for boat's deck and hold, and other small expenditure.

56. The work of the year under review, therefore, gives the following results:—

	Rs. As. P.
Receipts ...	... 8,298 2 8
Disbursements ...	... 3,533 3 3
Realized in excess of expenditure ...	... 4,764 15 5

57. There have been very few complaints this year of vessels being detained for want of pilots, and then it was only when they were all wind bound at Juldeah on board of out-ward bound vessels. Under the salaried system, however, with only a limited number of pilots such complaints may always be anticipated.

58. *Accidents.*—Three vessels, in pilotage charge of the recently appointed first grade pilots, were grounded; one of them slightly, the other two cases fortunately did not turn out to be so serious as I feared they would have been. But occurrences of this kind happening so frequently will in all probability injure the good name the port has hitherto held of being safe and easy of access, and many lead to insurance offices at Home and elsewhere asking higher rates of premium on vessels coming to Chittagong.

59. The three old pilots, one of whom only is in the first grade, who have served Government many years, have done their work to my entire satisfaction. They are careful, confident, and thoroughly experienced, and are always sought for by merchants and commanders of vessels. They hold excellent certificates of character and practicability from commanders of heavy draught ships, &c.

60. Now that the river has been re-buoyed, and crossing marks put up, the pilots' duties are comparatively easy, and in the event of any bad weather occurring, when pilots could not board a vessel outside, a commander with ordinary judgment may run in with a draught of fifteen feet to a perfectly safe anchorage off the flag-staffs and Juldeah custom house station with confidence.

61. Government order No. 1998, dated 20th July 1870, directs that the pilot fund collections are to be credited to the imperial revenues. I have shown them here separately, however, for easy reference.

Moishkhall and Toll.

62. The following statement shows the receipts and disbursements of the toll for the year under review and for the previous year:—

No. 5.

	Receipts.			Disbursements.		
	Rs.	As.	P.	Rs.	As.	P.
1869-70	656 0 0	261	8	0
1870-71	452 12 0	242	0	0

63. The receipts from this toll having been amalgamated with the port fund, as directed (*vide* Government order No. 2901, dated 13th October 1870) since my last annual report, it may appear as if special mention of it was therefore uncalled for. But the facilities and comparative safety which this khall affords to boats when navigable, besides considerably shortening the route inland, and *vice versa*, and hence its importance to the trade of the port as a feeder, calls for some special remarks on its present condition.

64. The results of the year, given in the foregoing statement, show a considerable falling off in the receipts. When it is considered, however, that the khall has silted up to such an extent that it has become impossible for loaded boats, except for two or three days at the height of the spring tides, when boats drawing only three feet water can be got through with considerable trouble, the falling off in the yearly collection is accounted for.

65. Considering the vast importance of keeping this khall open as a feeder to the trade of the port, it is much to be regretted that early action was not taken to open it by the public works department on the receipt of the Government sanction for the cost being defrayed from the port fund. Owing to this delay another year of its usefulness will be lost to the State.

66. Referring to the cost of deepening this khall being borne by the port fund, the Port Act XXII of 1855 provides that all the channels leading to and from a port must be buoyed, marked, &c., and the cost charged to the port fund, but not a word is said or implied in reference to boat channels *not* under the jurisdiction of the Port Act (as all offences against this toll khall are dealt with under the provisions of the Canal Act), which are only outside feeders of the trade, and therefore, in my opinion, any money expended on them is clearly chargeable to the imperial revenue. No port fund could stand these outside calls upon it and remain solvent, if justice were done to the port itself.

67. The strong interest I feel in the present and future prosperity of the trade and port of Chittagong has led me to refer to this subject; and when it is considered that the port, or rather harbour, has no public appliances or convenience of any kind for landing or shipping goods, which we are bound to supply, and that we are so sadly in want of a small sea-going vessel to visit the light-houses, to see that they are kept in efficient order, upon which the safety and success of our trade is more or less dependant; and further, that the amount at credit of the port fund is insufficient to meet these requirements, my advocacy in behalf of the real interest of the trade and port will, I hope, be understood, and accepted as a sufficient apology for intruding the subject here.

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 13, 1871. 609

68. The following account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

Port Fund.

	Rs. A. P.	Rs. A. P.
To balance in favour of the port fund on the 31st March 1870 ...	33,336 13 2	
„ Amount invested in Government promissory notes on 31st March 1870 ...	25,000 0 0	58,336 13 2
To balance in favour of Moishkhall canal fund on the 31st March 1870		
Port dues levied during the year ...	17,039 2 6	1,448 1 9
Interest on Rs. 25,000 at 4 per cent. ...	1,000 0 0	
Miscellaneous receipts, sale of charts, and fines realized in breach of port rules ...	79 0 0	
Value of empty oil casks returned to the naval store-keeper at Calcutta ...	1,260 0 0	
Refund ...	124 0 0	
Moishkhall toll collected during the year ...	452 12 0	19,502 2 6
Fines realized in breach of Canal Act ...	50 0 0	
	<hr/>	<hr/>
	502 12 0	
	<hr/>	<hr/>
Disbursements (<i>vide</i> statement No. 3)	79,789 13 5	
Ditto (<i>vide</i> ditto 5)	23,925 0 0	
	<hr/>	<hr/>
	242 0 0	
	<hr/>	<hr/>
Balance at credit of the port fund on the 31st March 1871 ...	53,913 15 8	
Ditto ditto of Moishkhall canal fund on 31st March 1871 ...	1,708 13 9	
	<hr/>	<hr/>
Total ...	55,622 13 5	
	<hr/>	<hr/>

69. Upon a reference to the corresponding statement of the previous year and the explanations regarding it, it will be seen that in the absence of timely information from the accountant-general's department, there was an error in the amount shown at credit of the port fund, which I was only able to correct upon the receipt of a memorandum from the accountant-general when closing the examination of the port fund accounts of several years past. There may be some, not very considerable, difference in the account current for this year also, compared with the accountant-general's; for up to this time I have been unable to procure the necessary detail of Calcutta expenditure from the above-named department for 1870-71.

70. The balance at credit of the port fund on the 31st March 1871, including the Moishkhall toll collections up to that date, and the interest upon Rs. 25,000 worth of promissory notes, after deducting the large expenditure and contributions of the year, under review, stands at Rs. 56,000 or thereabouts in round numbers.

Pilot Fund.

71. The subjoined account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

	Rs. A. P.	Rs. A. P.
To balance in favour of the pilot fund on the 31st March 1869 ...	4,430 6 0	
Receipts during the year ...	8,298 2 8	
	<hr/>	<hr/>
Disbursements (<i>vide</i> statement No. 4) ...	3,533 3 3	12,728 8 8
	<hr/>	<hr/>
Balance on the 31st March 1871 ...	9,195 5 5	3,533 3 3
	<hr/>	<hr/>
	9,195 5 5	9,195 5 5
	<hr/>	<hr/>

72. The higher rates of pilotage sanctioned by Government have considerably increased the amount at credit of the fund, which is very satisfactory, as it has placed us in a position to meet any ordinary casualty without drawing upon other sources.

73. It is a mistake to suppose that the amended rates of pilotage referred to above, which are still moderate, will have any influence in deterring vessels from coming to this port while there are freights to be earned. As regards native vessels the employment of a pilot being optional, they do not take them as a rule.

74. The following statement shews the number of vessels and their tonnage built in the year under review and the previous year :—

No. 6.

	No. of vessels.	Tonnage.
1869-70 ...	7	1,253
1870-71 ...	6	1,028

75. It will be seen by the above statement that a larger class of vessels, and, referring specially to the year under review, a better class of vessels have been built in the construction of which more regard has been paid to sea-going qualities, strength, and model. It is worthy of remark that the native builders here can seldom read or write. I was the more

struck with this fact, when, upon observing a really greatly improved style of vessel that was built here during the past season, I was told the constructor could neither read nor write.

Wrecks in the Bay.

76. There were six Chittagong vessels lost. Three of them, with crews, have not been heard of; the crews of the three others were saved. But, as shown in my report No. 293, dated 18th March 1871, the ordinary class of vessels built at Chittagong, with a few exceptions, are utterly unseaworthy. Men with capital, however, are gradually introducing a better system of building, and a few very creditable description of vessels have been turned out lately; but I would venture to suggest for the consideration of Government that all owners and masters of vessels known to be unseaworthy should be authoritatively warned that in the event of loss of life through the unseaworthiness of their vessels, they would be prosecuted under the provisions of sections 336 and 337 of the Indian Penal Code as suggested in Government letter No. 2464, dated 23rd August 1870, forwarded to this office with commissioner's letter No. 101, dated 9th September 1870.

77. I cannot at present see any other way of modifying, if not altogether preventing, this yearly sacrifice of human life.

Wrecks on the Coast.

78. The ship *John Banks*, an English vessel of 680 tons, salt laden from Liverpool, was lost on one of the eastern prongs of the sea reefs, about 60 miles to the westward of Chittagong; crew all saved. But there were no wrecks actually on the coast of Chittagong during the year.

79. The Kootubdea light has been burning satisfactorily, and the first class spire-buoy lately placed near the shoal patch, four miles west of it, has already saved one vessel from getting on this danger by the look-out discovering it just in time to escape when working up the coast during the night. The necessity for, and usefulness of, this danger mark is thereby confirmed.

80. Norman's Point light has also been reported very satisfactory. These beacons are constructed entirely of wood, and it is only a question of time and the progress of our trade when these must needs be succeeded by a good substantial light-house further inland, as the sea-face of the land is cutting away so much that the house of the jemadar, who is in charge of the lights, had to be removed further inland a short time since.

Future Prospects.

81. This port, in my opinion, must sooner or later become the main outlet for the produce of Eastern Bengal; but until either inland steamers or railways are introduced for the conveyance of produce to the port, its progress must necessarily be limited. Either of these projects would, I think, be preferable to cutting a canal if it could be successfully done, for I greatly fear that the silt from it for some years would materially affect the navigable channels of the Kurnafoolee river, for the ordinary tides have not sufficient strength to carry it away to sea, and it would naturally be deposited on the shoalest parts, and probably render the river unnavigable for large draught vessels.

82. The approaches to Chittagong are considerably difficult, and require precaution and judgment when approaching the coast, especially for the first time. The currents vary considerably, but not always regular with the change of the monsoons, and have often been known to change, in the eastern side of the bay near this coast, to an almost opposite direction before it could have been anticipated. Judging from any of the sailing directions that I have seen, I consider it unfortunate that the late survey of the coast by Mr. Pearson was not published in separate sheets on a large scale, instead of amalgamating it with the previous surveys, having only explanatory notes attached (I have seen no other), and on a scale much too small for coasting purposes where so many dangers exist. I hope it is not yet too late, however, to have this valuable survey published separately on a large scale, purely as a coasting chart, for in that form only can it be of any practical advantage to the navigator; and I think I am right in stating that the original object of the survey was to provide a reliable coasting chart of this intricate and dangerous part of the coast, the southern limit of which, being high and remarkable, is usually the first land sought to be made by vessels bound to this port.

83. Mr. Thompson held the office of assistant conservator from the beginning of the official year up to 4th March 1871, and was transferred to Calcutta.

84. Mr. W. Warden took charge of the office of assistant conservator on the 20th March 1871. His service has therefore been too brief to enable me to offer any opinion other than his evident willingness and desire to carry out the duties of his office satisfactorily.

85. The duties of the port office, which have increased more than three-fold of late years, have been performed very creditably by the port clerk alone, and his practical knowledge as an accountant was of great service to me in extricating the port fund accounts from the confusion they had been in for years past.

86. I trust the administration of the port department for the year under review may be approved.

Statement showing the receipts and disbursements of the Port of Chittagong for the year 1870-71, as compared with 1869-70.

ITEMS OF RECEIPTS.	RECEIPTS.			DISBURSEMENTS.				
	1869-70.	1870-71.	Decrease.	ITEMS OF DISBURSEMENTS.	1869-70.	1870-71.	Increase.	Decrease.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
Port dues	19,596	17,039	2,557	Port establishment	2,050	2,203	153	.....
Miscellaneous	1,504	203	1,301	Stores	1,533	.....	.....	1,533
				Contingencies	160	271	111	.....
				Norman Point and Kootubdea light-house establishment	1,588	1,659	71	.....
				Stores	3,507	4,221	714	.....
				Contingencies	651	582	.....	69
				Schooner <i>Swallow</i> establishment	807	421	.....	376
				Stores	.....	.....	.....	.....
				Contingencies	117	.....	.....	117
				Signal station establishment	137	180	43	.....
				Stores	452	.....	.....	452
				Patunga Point stores	64	.....	.....	64
				Ditto renewing the beacon	.....	594	594	.....
				Stationery and printed forms	45	21	.....	24
				Re-buoying the Chittagong river	.....	8,163	8,163	.....
				Construction of a dispensary and hospital (contributions from port fund)	.....	4,000	4,000	.....
				Floating jetty	.....	1,016	1,016	.....
				Public Works expenditure—repairs to jetty	403	452	49	.....
				Ditto	147	.....	.....	147
				Repairs to light-house and other buildings at Kootubdea	1,640	132	.....	1,508
				Ditto, protecting the light-house from the encroachment of the sea	2,325	.....	.....	2,325
				Refund of port dues	79	.....	.....	79
Total	21,100	17,242	3,858	Total	15,705	23,925	14,914	6,694

COMMISSIONER'S OFFICE, CHITTAGONG,
The 13th June 1871.

H. HANKEY, *Offg. Commissioner.*

From R. H. WILSON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of the Chittagong Division,—(No. 2708, dated Fort William, the 5th September 1871.)

I AM directed to acknowledge the receipt of your letter No. 15, dated 13th June, containing your report on the Chittagong port fund for the year 1870-71, and to communicate the following orders and observations.

2. The Lieutenant-Governor observes that the number and the tonnage of vessels entering Chittagong port were 10 per cent. less than in the year 1869-70; the decrease has been apparent in all classes of vessels, but has been greatest in Liverpool ships laden with salt. His Honor desires to be informed whether the trade of Chittagong has continued to fall in the present year; whether it is believed that ships, which formerly obtained rice for export from Chittagong, are beginning to frequent Akyab; how the deficiency in the supply of Liverpool salt has been met; and whether the local price of salt has risen in consequence. It should also be stated whether last year's harvests were good, and whether anything is known as to what became of the surplus rice from Tipperah and Noacolly, which has hitherto been exported from Chittagong; whether, that is to say, it remained in the country or was exported by some other route.

3. A copy of your paragraph 6 has been sent to the Accountant-General, with a request that he will arrange, if possible, for meeting your views by letting the Conservator have a statement of the expenditure on stores within a few weeks of the end of each year.

4. With respect to the purchase of a port schooner, a separate communication will be addressed to you on the conclusion of inquiries which are in progress.

5. The attention of the Public Works Department of this Government has been called to those paragraphs of your report which refer to the construction of a floating jetty and the improvement of the present standing jetty.

6. The Lieutenant-Governor learns with satisfaction that native ship-builders have begun to construct a better class of vessels than those hitherto used.

7. The Master Attendant has been asked to take into early consideration the suggestion in your 18th paragraph, that the survey of the coast should be published separately as a coasting chart. The Lieutenant-Governor desires that this matter be not lost sight of. If you will submit a separate report with an estimate and detailed proposals for deepening the Moheskali khal, the Lieutenant-Governor will be ready to take the matter into consideration. He fears that some part of the cost of the scheme would have to be provided locally, either from the port fund or from such other source as you can suggest; but a part could probably be contributed from the provincial budget for communications.

8. Your opinion is requested on the proposals contained in Mr. Marshall's paragraphs 17 and 18. If the "balam" boats are really leaving the port, and if the funds can afford to lose the Rs. 3,000 they pay, Mr. Marshall's proposal ought to be carefully considered. The decrease in the number of balam boats seems to have been 11 per cent.; but the tonnage increased last year.

9. With reference to paragraphs 58 and 59 of the Conservator's letter, the Lieutenant-Governor desires to know whether any part of the present pilot establishment is inefficient; and if so, what change, if any, you would recommend to prevent unnecessary risk to vessels entering the port.

10. As the cost of re-bridging the river (Rs. 8,163) was a special charge which will not recur, the condition of the port fund may be considered fairly satisfactory; for its gross receipts were Rs. 17,039 against a gross expenditure of Rs. 23,925, while the fund has at its credit a balance of Rs. 55,622.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 9th September 1871.

Number.	District.	Date of return from each district.	Rainfall at Suder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Sept. 8th	1·1	Favorable ...	Good.	
2	Monghyr	" 9th	4·3	Rainy then bright	Bhadoi more than half destroyed and Amun partially injured.	Floods subsiding.
3	Purneah	" 2nd	7·9	Rain and sun ...	Generally good.	
4	Rajmehal	" 9th	4·5	Fine ...	Aghany rice good.	
5	Deoghar	" 9th	1·9	Favorable ...	High land rice very good; low land crop damaged by too much rain.	
6	Nya Doomka	" 9th	3·9	*		*
7	Godda	" 9th	+	Favorable ...	Excellent.	No information submitted.
8	Pakour	" 9th	1·0	Seasonable ...	No change.	+ No rain gauge.
9	Jamtara.					Very heavy rain on two days.
10	Patna	" 9th	1·1	Rainy, cloudy, and sultry.	Bhadoi almost lost by rain and floods. Rice uncertain yet, but reports are rather favorable.	
11	Gya	" 7th	·2	Fair and cloudy	Bhadoi injured; rice promises well.	
12	Chumparun	" 9th	1·4	Cool ...	High land crops good; low land ones much damaged by inundation.	
13	Sarun	" 9th	6·4	Rainy and unfavorable.	Crops hopelessly destroyed by inundation.	Local distress apprehended.
14	Shahabad.					
15	Tirhoot	" 9th	2·1	Little rainy and cloudy.	Most crops damaged considerably by inundation.	Bhagirathy, Gunduk, and Ganges gradually falling.
16	Rajshahye	" 7th	1·3	Rainy and cloudy	High land Ous and Amun good and promising, but the low land ones very much destroyed by floods.	
17	Bogra	" 8th	4·1	Changeable ...	Favorable.	
18	Dinagepore	" 9th	2·1	Very hot and close.		
19	Maldah	" 8th	5·5	Rainy ...	Favorable.	
20	Moorshedabad	" 9th	1·7	Fair ...	Bhadoi and Amun very much damaged by inundation.	
21	Pubna	" 9th	4·9	Seasonable ...	A great part of the Amun destroyed. There is slight improvement from the falling of the river.	
22	Rungpore	" 9th	5·6	Rain and sun ...	Ous and Amun injured by inundation.	
23	Burdwan	" 9th	6·3	Rainy and fair ...	Good.	Rivers still very high, and land much under water.
24	Bancoorah	" 9th	1·2	Hot ...	Ous good. Amun in low lands injured by inundation.	
25	Beerbhoom	" 9th	3·2	Rain and sun ...	Crops in high lands very good; in low lands partially destroyed by heavy rain.	
26	Hooghly	" 9th	3·9	Clear, then rainy and cloudy.	Good.	
27	Howrah	" 9th	1·0	Favorable ...	Great loss to Ous and Amun by inundation, which has submerged almost the whole district.	
28	Midnapore	" 8th	2·9	Dry ...	Generally good, except in the Buseerhant sub-division, where both Ous and Amun have been injured by flood.	
29	Nuddea	" 9th	·5	Not unfavorable	Good.	The present inundation is said to be the severest ever experienced, except perhaps that of 1823.
30	Jessore	" 8th	1·3	Hot and cloudy	Suffering from loss of houses, crops, and cattle is great; and sickness apprehended.	
31	24-Pergunnahs	" 9th	4·5	Rainy and cloudy		
32	Dacca	" 1st	·4	Dry, hot, and cloudy.	Good.	
33	Backergunge	" 2nd	1·1	Sunny and rainy	Favorable.	

Number.	District.	Date of return from each district.	Rainfall at Sunder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
34	Furreedpore	... Sept. 9th	5·3	Rainy and fair, but still and oppressive.	Rice good; sugarcane damaged by inundation.	Very high inundation, such as has not been known for many years.
35	Mymensingh	... " 2nd	6·9	Very rainy ...	Early crops reaped; late rice safe yet, though the rivers have risen very high.	
36	Sylhet	... " 2nd	2·5	Cool and showery	Favorable.	
37	Cachar	... " 2nd	3·2	Cloudy, rainy, and cool.	Good; rivers falling.	
38	Chittagong	... " 1st	·6	Generally fine...	Favorable.	
39	Noakhally or Bulloah	... " 1st	1·7	Very hot ...	Good	
40	Tipperah	... " 1st	·3	Very hot ...	Good.	
41	Hill Tracts of Chittagong	Aug. 26th	7·1	Rainy ...	Good.	
42	Cuttack	Sept. 9th	3	Favorable. ...	Good.	
43	Balasore	" 9th	2·2	Rainy ...	Very prosperous.	
44	Pooree	" 1st	2·6	Hot & unhealthy.	Generally good; but in some places gloomy for want of rain.	Much sickness.
45	Hazareebaugh	... " 9th	6·7	Very rainy ...	No serious damage done yet.	
46	Lohardugga	... " 8th	5·2	Rainy ...	Excellent.	
47	Matubhoom	... " 9th	·7	Rainy ...	Not very favorable.	
48	Singbham	... " 2nd	·7	Seasonable ...	Favorable.	
49	Durrung	...				
50	Nowgong	... " 2nd	6·5	Rainy ...	Good, except in places inundated by hill streams.	
51	Seesaugor.					
52	Kamroop	... " 2nd	·2	Dry ...	Good.	
53	Luckimpore.					
54	Khasi and Jynteah Hills.	... " 1st	1·3	Cloudy and rainy	Favorable.	
55	Naga Hills.					
56	Julpigoree	... " 1st	5·4	Cloudy and wet	Amun improving.	
57	Gowalparah	... " 2nd	2·6	Rainy ...	Favorable.	
58	Garo Hills	... " 2nd	3·1	Seasonable ...	Healthy.	
59	Darjeeling	... " 2nd	4·6	Healthy ...	Late rice suffering for want of rain; other crops good.	
60	Cooch Behar	... " 2nd	*	Very rainy ...	Good.	* No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 12th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Divisions.	Stations.	Rain from 1st January 1871.				REMARKS.
		Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871.	Rain.	Up to date.	
CHOTA NAGPORE.	Cuttack { Telegraph Office ...	0'10	2'70	45'58	3rd Sept. 1871.	
	Jail ...	0'25	1'37	40'18	ditto.	
	False Point ...	2'70	Not received	48'30	27th Aug. 1871.	
	Jajipore ...	1'44	1'44	71'54	3rd Sept. 1871.	
	Kendraparah ...	Nil	0'90	36'20	ditto.	
	Jugutsingpore ...	1'40	0'60	36'43	ditto.	
	Sumibpore ...	0'48	Nil	34'33	ditto.	
	Bainsore ...	2'18	0'31	43'91	ditto.	
	Bhuddruck ...	0'32	0'70	45'56	ditto.	
	Pooree ...	1'20	1'48	41'58	ditto.	
CUTTACK.	Khoordah ...	4'29	2'75	46'32	ditto.	
	Hazareebagh ...	0'41	1'78	42'05	ditto.	
	Burbee ...	1'50	0'62	38'99	ditto.	
	Pachamba ...	2'85	1'44	47'50	ditto.	
	Ranchee ...	3'27	0'34	47'87	ditto.	
	Palamow ...	2'52	0'16	39'40	ditto.	
	Purulia ...	4'18	0'19	53'28	ditto.	
	Gobindpore ...	4'76	1'26	42'15	ditto.	
	Chyebassa ...	0'69	0'72	44'46	ditto.	
	Patna ...	2'72	1'16	40'30	ditto.	
PATNA.	Behar ...	1'94	Not received	44'59	27th Aug. 1871.	
	Barh ...	1'13	0'18	26'02	3rd Sept. 1871.	
	Dinapore ...	6'33	0'50	40'90	ditto.	
	Gya ...	1'38	0'07	41'86	ditto.	
	Sherghatty ...	3'62	0'81	38'42	ditto.	
	Nowadah ...	0'67	1'41	41'40	ditto.	
	Arunagabad ...	1'20	0'44	33'46	ditto.	
	Chumparun ...	Not received	2'75	32'04	ditto.	
	Betiah ...	7'77	4'15	40'53	ditto.	
	Chuprah ...	2'90	3'20	52'78	ditto.	
BHAGDIPUR.	Sewan ...	6'66	6'90	52'89	ditto.	
	Mozuferpore ...	1'80	2'80	42'99	ditto.	
	Durbhangah ...	9'18	5'78	59'45	ditto.	
	Seetamaree ...	7'93	2'35	44'82	ditto.	
	Tajpore ...	2'00	2'00	26'79	ditto.	
	Mudhubani ...	11'69	3'52	44'16	ditto.	
	Hajipore ...	3'43	1'93	27'08	ditto.	
	Arrah ...	5'70	0'62	49'15	ditto.	
	Buxar ...	4'58	1'75	55'58	ditto.	
	Sassaram ...	2'60	0'43	36'34	ditto.	
RAJSHATTE.	Bhuhooah ...	2'31	2'51	48'46	ditto.	
	Banares ...	2'50	2'50	42'13	ditto.	
	Bhangnipoore ...	0'92	1'07	30'40	ditto.	
	Mudheypoorah ...	6'20	0'80	43'03	ditto.	
	Banka ...	3'17	Not received	34'26	27th Aug. 1871.	
	Scopool ...	12'25	3'62	17'76	3rd Sept. 1871.	From 14th August.
	Monghyr ...	5'49	0'90	44'83	ditto.	
	Jamooie ...	2'30	1'33	40'46	ditto.	
	Begoosari ...	1'54	0'13	33'90	ditto.	
	Deogihur ...	1'74	0'85	48'96	ditto.	
BUNDWAN.	Jantara ...	4'10	Not received	55'33	27th Aug. 1871.	From 13th February.
	Rajmehal ...	6'20	5'60	53'60	3rd Sept. 1871.	From 12th February.
	Pakour ...	5'30	2'40	34'44	ditto.	From 21st May.
	Purneah ...	9'71	6'34	62'79	ditto.	
	Kishengunge ...	3'23	4'92	46'47	ditto.	
	Arraria ...	5'24	9'66	50'10	ditto.	
	Rampore Beaulesh ...	5'70	1'36	61'36	ditto.	
	Nattore ...	3'99	8'68	67'55	ditto.	
	Bograh ...	6'50	2'22	72'94	ditto.	
	Dinagepore ...	4'99	3'23	59'33	ditto.	
BUNDWAN.	Maldah ...	2'71	5'30	41'61	ditto.	
	Berhampore ...	2'44	1'33	51'48	ditto.	
	Jungipore ...	3'53	2'70	47'84	ditto.	
	Lalbagh ...	2'74	3'34	47'05	ditto.	
	Jamookandi ...	4'09	2'62	47'40	ditto.	
	Pubna ...	2'28	2'13	59'86	ditto.	
	Serajunge ...	2'08	3'14	63'23	ditto.	
	Rungpore ...	6'10	9'60	80'30	ditto.	
	Bhowanigunge ...	3'24	4'04	65'24	ditto.	
	Titalya ...	7'06	8'25	65'85	ditto.	
BUNDWAN.	Burdwan ...	3'91	0'36	50'94	ditto.	
	Cutwa ...	3'44	2'40	50'05	ditto.	
	Culna ...	2'03	0'35	54'32	ditto.	
	Bood-Bood ...	3'93	0'60	55'73	ditto.	
	Bancoorah ...	2'17	0'39	50'48	ditto.	
	Raneeunge ...	4'22	0'82	46'10	ditto.	
	Sooree ...	3'74	1'83	47'92	ditto.	
	Houghly ...	1'90	0'60	64'99	ditto.	
	Serampore ...	3'75	0'56	43'49	ditto.	
	Jehannabad ...	2'62	1'91	56'43	ditto.	
BUNDWAN.	Howrah ...	2'02	1'03	76'10	ditto.	
	Midnapore ...	3'20	2'11	57'90	ditto.	
	Contai { Dy. Collr.'s Office ...	0'31	0'61	57'15	ditto.	
	Engr's. Office ...	0'52	0'58	66'70	ditto.	
	Gurhetta ...	2'04	0'25	49'34	ditto.	
BUNDWAN.	Tunflock ...	1'07	1'10	64'29	ditto.	
					From 6th February.	

616 SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 13, 1871.

DIVISION.	Stations.	Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	3'00	1'14	49'54	3rd Sept. 1871	
	Bongong	4'31	1'28	63'57	ditto.	
	Ranaghat	2'19	0'37	48'42	ditto.	
	Meherpore	5'94	0'85	48'50	ditto.	
	Chooadangah	Not received	2'10	63'45	ditto	Not received 21st to 27th August.
	Koositeah	3'07	1'56	64'68	ditto.	
	Jessore	4'31	1'67	71'90	ditto.	
	Khoolnah	2'01	2'03	64'88	ditto.	From 16th February.
	Jenidah	7'44	Not received	73'75	27th Aug. 1871	From 6th March.
	Nurail	1'08	ditto	51'05	ditto	From 3rd April.
	Magoorah	2'27	ditto	35'22	ditto	ditto.
	Bagirhaut	3'97	ditto	64'39	ditto	ditto.
	Saugor Island	0'50	0'70	74'60	3rd Sept. 1871	
	Calcutta	2'81	0'84	78'09	ditto.	
	Alipore { Jail	2'92	1'13	80'50	ditto.	
	{ Hospital	2'56	1'11	79'32	ditto.	
	Barrackpore	2'25	0'10	75'50	ditto.	
	Dum-Dum	1'08	0'87	54'04	ditto.	
	Baraset	0'98	0'25	55'07	ditto.	
	Satkherah	3'15	1'15	64'18	ditto.	
	Busseerhant	2'06	1'05	62'06	ditto.	
	Diamond Harbour	0'72	0'77	69'09	ditto.	
	Barripore	5'65	1'00	73'09	ditto.	
DACC.	Daccs { Telegraph Office	1'58	1'42	74'88	ditto.	
	{ Jail	1'60	0'80	69'50	ditto.	
	Burrissul	3'06	1'77	74'70	ditto.	
	Dowlat Khan	7'41	0'51	84'56	ditto.	
	Perozepore	3'92	1'72	76'15	ditto.	
	Madaripore	3'32	1'23	66'27	ditto.	
	Furreedipore	6'08	1'01	77'55	ditto.	
	Goalundo	4'65	0'17	41'96	ditto	...
	Mymensing	7'44	7'03	92'17	ditto	...
	Jamalpore	7'12	Not received	62'15	27th Aug. 1871	From 5th June.
	Atteah	3'77	0'76	81'53	3rd Sept. 1871.	Not received 12th to 18th June.
	Kishoregunge	4'07	3'53	84'97	ditto.	
	Sylhet	10'78	3'15	110'20	ditto.	
	Cachar	5'84	Not received	70'04	27th Aug. 1871.	Not received 10th to 23rd July.
	Hylakandy	4'70	ditto	69'54	ditto	Not received 31st July to 6th Aug.
	Koyah	4'33	ditto	84'60	ditto	...
CHITTAGONG.	Chittagong { Telegraph Office	7'30	2'20	86'88	3rd Sept. 1871.	
	{ Jail	7'02	2'02	90'29	ditto.	
	Cox's Bazar	5'99	Not received	142'44	27th Aug. 1871	
	Rangamata Hill	6'36	ditto	78'22	ditto.	
	Noakhally	4'84	2'43	96'03	3rd Sept. 1871.	
	Tipperah	8'70	1'60	84'77	ditto.	
	Brahmanbariah	8'58	3'48	90'12	ditto.	
	Akyab	8'80	Nil	163'30	ditto.	
	Buxa	10'33	14'16	153'46	ditto.	
	Gowalparah	3'96	2'86	78'41	ditto.	
COOCH BEHAR.	Dhoobree	7'80	2.10	54'76	ditto	Not recorded 27th Feb. to 6th March.
	Tura (Garo Hills)	8'01	Not received	82'75	27th Aug. 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	70'69	31st July 1871.	
	{ Hospital	9'34	2'34	90'77	3rd Sept. 1871.	
	Rungbee	Not received	Not received	117'04	31st July 1871.	
	Falacottah	ditto	ditto	43'97	6th Aug. 1871.	
	Julpigooree	11'27	4'33	79'78	3rd Sept. 1871.	
	Boda	6'85	4'50	59'63	ditto.	
	Tezpore	8'56	Not received	69'81	27th Aug. 1871.	
	Nowgong	21'30	ditto	95'17	ditto.	
ASSAM.	Mungledeye	6'50	ditto	58'24	ditto	From 30th January.
	Burpettah	6'23	ditto	66'16	ditto.	
	Gowhatta	3'52	0'38	48'37	3rd Sept. 1871.	
	Seeksangor	13'15	Not received	98'71	27th Aug. 1871.	
	Jorehaut	6'08	ditto	74'82	ditto	From 27th February.
	Golaghâb	7'71	ditto	88'10	ditto.	
	Nazeerah	5'19	ditto	85'12	ditto.	
	Debrooghur	1'70	ditto	80'25	ditto.	
	Suddya	4'82	ditto	71'34	ditto	Not received 31st July to 6th Aug.
	Shillong	6'40	ditto	54'92	ditto.	
CHERRAPUNJEE.	Cherrapoonjee	23'27	ditto	259'43	ditto	From 18th February.
	Jowni	9'70	ditto	92'69	ditto.	
	Samoogoodting	Not received	ditto	36'69	20th Aug. 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,

The 9th September 1871.

Meteorological Telegraphic Report for the period 3rd to 9th September 1871.

STATION.	* Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Sept.											
	3rd	10	29°732	29°750	84°5	80°5	83	S S W	...	...	S	
		16	29°655	29°673	85°4	81°7	84	S by W	...	...	S	
	4th	10	29°748	29°764	87°0	82°7	83	S by W	...	...	K	scuds from s by w
		16	29°709	29°727	79°6	78°5	93	W by N	...	...		o
	5th	10	29°775	29°793	85°3	79°6	77	S W	...	3°26	CS	
		16	29°686	29°704	78°0	77°0	95	S S E	...	0°05		o, v
	6th	10	29°765	29°783	81°2	78°5	88	S by W	...	1°33	CK, K	
		16	29°647	29°665	83°0	79°0	83	S by E	...	0°24	CK	
	7th	10	29°735	29°753	83°7	80°5	85	S	...	...	K	
		16	29°587	29°605	83°5	79°3	83	S S W	...	...		o, r
	8th	10	29°668	29°686	88°0	80°8	79	S	...	0°20	K, C	
		16	29°519	29°537	89°0	82°7	76	S by E	...	...	N, S	
	9th	10	29°607	29°625	83°8	80°0	83	E by N	...	...	K	
		16	29°480	29°498	84°0	81°0	87	S E	...	0°08	K, N	
Saigon Island.	3rd	10	29°751	29°757	84	81	87	S W	10°9*	0°20	N	b, p, v
		16	29°602	29°608	87	83	83	S S W	15°7*	...	N	o
	4th	10	29°781	29°787	88	84	83	S S W	15°2*	...	N	b, u
		16	29°677	29°683	87	84	87	S S W	17°1*	...	N	o, u
	5th	10	29°787	29°793	84	84	83	W S W	4°1*	...	N	b
		16	29°690	29°696	82	80	91	S	14°6*	1°20	N	o, v, u
	6th	10	29°790	29°796	81	80	95	S S E	3°5*	1°10	N	o, r
		16	29°658	29°664	82	80	91	S S W	18°1*	0°10	N	b, v, u
	7th	10	29°741	29°747	83	81	91	S	10°9*	0°40	N	b, d, u
		16	29°603	29°609	82	80	91	S S W	10°1*	0°40	N	o, v, u
	8th	10	29°681	29°687	86	82	83	S S W	6°2*	0°10	N	b, u, v
		16	29°538	29°542	82	78	82	S S E	4°4*	...	K, S	b
	9th	10	29°608	29°614	88	84	80	N E	14°0*	...	N	b
		16	29°497	29°503	85	82	87	S E	4°7*	0°50	N	b, u, v
CHITTAGONG.	2nd	10	29°743	29°852	86	81	79	E S E	4°5*	0°20	K	b, v
		16	29°628	29°737	86	80	75	S W	9°7*	...	K, KS	b
	3rd	10	29°728	29°830	81	78	86	S W	4°9*	0°70	KS	p, u
		16	29°627	29°739	77	76	95	N W	5°6*	1°20	N	o, o, g
	4th	10	29°738	29°848	84	81	87	E	3°5*	0°50	K, C	b, t
		16	29°641	29°750	86	81	79	W S W	10°8*	0°10	K, KS	p
	5th	10	29°723	29°833	85	79	75	S E	3°9*	0°20	K, KS	o, v
		16	29°631	29°741	85	80	79	S W	11°9*	...	K, C	b
	6th	10	29°603	29°822	86	81	75	S W	3°8*	0°30	K, C	b, v
		16	29°609	29°718	87	80	72	S W	9°4*	...	K, KS	b
	7th	10	29°691	29°800	86	80	75	E	2°3*	...	K, CS	b
		16	29°546	29°655	87	80	72	S	10°1*	...	K, CK	b
	8th	10	29°612	29°722	85	80	79	N W	4°3*	...	K, KS	u
		16	29°472	29°582	83	80	87	S	6°3*	...	N	d, u, t
	9th	10	29°576	29°687	84	79	79	N N E	...	...	KS	u
		16	29°464	29°575	83	78	78	N W	4°6*	0°40	C, KS, N	d
MADRAS.	3rd	10	29°808	29°838	89	76	52	W N W	6*	...		b
		16	29°699	29°720	89	76	52	N by W	10*	...		b
	4th	10	29°842	29°873	89	77	58	S by E	5*	...		ba
		16	29°719	29°749	87	77	61	N N W	9*	...		ba
	5th	10	29°822	29°862	92	77	48	S by W	8*	...		ba
		16	29°719	29°749	89	79	62	N E	6*	...		ba
	6th	10	29°827	29°857	89	76	52	S E by S	9*	...		ba
		16	29°684	29°714	87	77	61	N N W	9*	...		ba
	7th	10	29°808	29°838	87	77	61	S E	10*	0°01		ba
		16	29°673	29°703	86	77	64	N N W	4*	0°01		ba
	8th	10	29°787	29°817	87	74	51	S S E	13*	...		ba
		16	29°650	29°680	80	75	78	S	11*	0°48		ba
CUTTACK.	3rd	10	29°696	29°778	87	80	72	W N W	0.3*	1°10	C	fair
		16	29°616	29°697	91	81	63	S S W	0.5*	...	C, KS	sultry
	4th	10	29°726	29°808	88	82	78	S W	0.4*	...	KS	cloudy
		16	29°677	29°760	78	76	90	W	0.4*	...	N	
	5th	10	29°729	29°811	85	81	83	W S W	0.1*	1°60	KS, C	o
		16	29°737	29°820?	77	76	95	N N E	0.4*	...	N	o
	6th	10	29°737	29°820	79	77	90	E S E	0.1*	2°00	N	
		16	29°624	29°706	83	79	83	S S W	0.2*	...	KS, N	
	7th	10	29°674	29°756	85	80	79	W S W	...	...	KS	fair
		16	29°580	29°642	85	80	79	S S W	0.3*	...	KS	t, l
	8th	10	29°600	29°682	87	81	76	N N W	0.1*	...	C, K, KS	cloudy
		16	29°500	29°582	86	80	75	S S E	0.2*	...	N	t, l, w
ARTAB.	2nd	10	29°831	29°846	84	80	83	E	1	...	CK, KS	b
		16	29°710	29°725	85	80	79	W	1	...	CS, K	b
	3rd	10	29°805	29°820	88	80	87	S E	1	...	K, CK, CS	b
		16	29°710	29°725	85	80	79	W N W	1	...	K, KS	b
	4th	10	29°821	29°836	84	80	83	S E	1	0°90	K, CK, CS	b
		16	29°717	29°782	86	80	75	W	1	...	K, C, CS	b
	5th	10	29°834	29°849	83	79	83	E	1	...	KS	o
		16	29°713	29°728	84	79	79	W	2	...	KS	b
	6th	10	29°816	29°831	83	79	87	S	1	...	K, KS	g
		16	29°680	29°695	85	80	79	W	1	...	S, KS	g
	7th	10	29°765	29°780	83	79	83	S E	1	...	C, K, CS	b
		16	29°620	29°635	85	80	79	N W	1	...	K	b, j
	8th	10	29°604	29°709	76	74	90	N	1	1°40	N	r
		16	29°574	29°589	80	78	91	N N W	1	0°10	K, KS	g
	9th	10	29°637	29°652	82	79	87	E S E	1	0°10	K, KS	d
		16	29°554	29°569	80	77	86	S	1	0°10	K, KS, CS	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 9th September 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th September 1871.

Month.	Date.	Mean reduced barometer. Inches.	THERMOMETER.				Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.	Wind.					Prevailing direction.	Max. pressure.	Daily velocity.	
Sept.	1st	29.755	86.5	80.8	147.2	83.3	80.5	78.5	0.86	S by W & S SW	... ...	22.8 ...	...	Cirri and cumuli. Drizzled at 1 P.M.
	2nd	.707	88.5	80.6	140.5	83.6	80.5	78.3	.85	S by W & S SW	1.0 ...	65.7 ...	...	Stratoni and cirri. Drizzled at 8 A.M.
	3rd	.694	87.2	81.5	137.6	83.9	80.8	78.6	.85	S by W & S SW	...	101.1 ...	...	Stratoni and cirri. Lightning on S W at 7 and 8 P.M.
	4th	.709	91.0	79.0	151.0	83.3	80.5	78.5	.86	S by W & S W	2.4 ...	146.0 ...	3.25 ...	Stratoni, cumuli, and overcast. Brisk wind at 3½ P.M. Thunder at 4, and from 12½ A.M. to 6 P.M. Lightning at 4 A.M. and from 4 to 8 P.M. Heavy rain from 3½ to 4½ P.M., and slight rain from 4½ to 11 P.M.
	5th	.727	87.7	78.0	147.0	81.2	79.0	77.5	.89	S W & S by W	1.9 ...	75.9 ...	1.28 ...	Cirri, cirrostrati, and overcast. Brisk wind at 3½ P.M. Thunder at 3½ and 5 P.M. Lightning at 5 P.M. Rain from 1½ to 9 P.M.
	6th	.714	86.5	79.0	150.6	81.7	79.3	77.6	.88	S by W & S	...	41.0 ...	0.35 ...	Overcast, cumuli, and stratoni. Slight rain from 3 to 5 and 9½ A.M.
	7th	.673	87.4	78.5	144.5	82.0	79.5	77.7	.87	S & S by E	0.6 ...	125.1 ...	0.20 ...	Cirri, cumuli, and clear. Rain at 4 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	13.0
The max. temperature during the past seven days	91.0
The max. temperature during the corresponding period of the past year	87.0
The mean humidity during the past seven days	0.87
The mean humidity during the corresponding period of the past year	0.89
Inches.	
The total fall of rain from 1st to 7th	5.08
... { by lower rain gauge	...
... { by anemometer gauge	4.65
Ditto ditto average of seventeen previous years	2.28
Ditto between the 1st January and the 7th September	81.43
Ditto ditto ditto average of seventeen previous years...	53.57

GOPEENAUTH SEN,
In charge of the Observatory.

The 8th September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

** Approximate Return of Traffic for week ended 26th August 1871, on 1,279½ miles open.*

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
Total traffic for the week ...	83,417	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	
Or per mile of railway ...	71	91,098 13 7	8,350 14 7	867,016 20	2,08,044 7 6	19,070 14 10	27,421 9 5
For previous 7 weeks of half-year ...	613,623	71 3 2	6 10 7	.....	162 9 7	14 18 1	21 8 8
	7,27,969 9 5	66,730 10 11	2,715,437 20	16,41,310 4 3	150,453 8 10	217,183 19 9	
Total for 8 weeks ...	697,040	8,19,968 7 0	75,081 5 6	3,082,454 0	18,49,354 11 9	169,524 3 8	244,605 9 2
COMPARISON.							
Total for corresponding week of previous year ...	76,934	95,190 0 11	8,726 11 7	399,565 10	2,96,583 13 1	27,186 17 0	35,913 8 7
Per mile of railway corresponding week of previous year ...	.....	84 2 2	7 14 3	.....	262 1 10	24 0 7	31 14 10
Total to corresponding date of previous year ...	719,569½	8,96,955 11 8	82,220 18 10	3,94,335 30	27,29,235 2 2	250,179 17 9	332,400 16 7

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 26th August 1871, on 223 miles open.

	Rs. As. P.			£ s. d.			Total traffic receipts.
	Mds. Srs.	Rs. As. P.	£ s. d.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	3,438	7,807 6 5	715 13 7	33,120 10	8,970 0 6	822 6 1	1,537 19 8
Or per mile of railway ...	35	0 2	3 4 2	.....	40 3 8	3 13 9	6 17 11
For previous 7 weeks of half-year ...	24,745½	60,140 0 6	5,512 16 0	236,169 10	55,672 9 6	5,048 6 5	10,561 3 2
Total for 8 weeks ...	28,183½	67,947 6 11	6,228 10 4	269,298 20	64,043 3 0	5,870 12 6	12,099 2 10
COMPARISON.							
Total for corresponding week of previous year ...	2,842½	6,907 7 11	633 3 9	13,067 0	4,786 2 1	438 14 7	1,071 18 4
Per mile of railway corresponding week of previous year ...	.....	30 15 7	2 16 10	.....	21 7 5	1 19 4	4 16 2
Total to corresponding date of previous year ...	26,872½	68,180 14 5	6,240 18 4	139,674 0	44,064 11 9	4,039 5 4	10,289 3 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 156½ miles open.

	Rs. As. P.			£ s. d.			Total traffic receipts.
	Mds. Srs.	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week ...	22,993½	11,887 0 9	1,089 12 11	163,110 28	56,573 7 5	5,185 18 0	6,275 10 11
Or per mile of railway ...	147	75 15 4	6 19 3	1,042 0	361 7 10	33 2 9	40 2 6
For previous 8 weeks of half-year ...	196,686½	1,07,152 9 7	9,822 6 5	927,114 38	3,51,910 6 5	32,259 5 6	42,081 11 11
Total for 9 weeks ...	219,680	1,19,039 10 4	10,911 19 4	1,000,225 21	4,08,402 13 10	37,445 3 6	48,357 2 10
COMPARISON.							
Total for corresponding week of previous year ...	28,436	11,622 10 2	1,065 8 2	107,713 1	25,444 3 4	2,332 7 9	3,397 15 11
Per mile of railway corresponding week of previous year ...	251	102 10 1	9 8 2	951 0	224 10 9	20 11 11	30 0 1
Total to corresponding date of previous year ...	203,288	1,02,343 1 7	9,381 9 1	823,137 34	1,55,560 7 2	14,250 14 3	23,641 3 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 28 miles open.

	Rs. As. P.			£ s. d.			Total traffic receipts.
	Mds. Srs.	Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week ...	4,226½	675 12 9	67 11 7	10,489 0	323 13 3	32 7 8	90 10 3
Or per mile of railway ...	151	24 2 2	2 8 3	374 24	11 9 0	1 3 1	3 11 4
For previous 21 weeks of half-year ...	129,650½	23,841 15 0	2,384 3 10	214,742 20	6,075 8 3	637 11 1	3,021 14 11
Total for 22 weeks ...	133,877	24,517 11 9	2,451 15 5	225,231 20	6,690 5 6	639 18 9	3,121 14 2
COMPARISON.							
Total for corresponding week of previous year ...	4,023½	705 15 0	70 11 11	7,035 24	234 10 9	23 9 4	94 1 3
Per mile of railway corresponding week of previous year ...	144	25 3 5	2 10 5	252 0	8 6 1	0 16 9	3 7 2
Total to corresponding date of previous year ...	118,970½	20,292 4 0	2,029 4 6	210,878 24	7,035 0 6	763 10 1	2,792 14 7

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendrapara Canal during the month of July 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				
Nature of cargo.	Number of boats.	Tons.	Mounds.	Nature of cargo.	Number of boats.	Tons.	Mounds.	Nature of cargo.	Number of boats.	Tons.	Mounds.	Tollage.	Value of traffic.	Nature of traffic.	Ton mileage.	Rent.
Passengers.	Rs.	Rs.	Rs.	Rs. As.P.	Rs.	Rs.	Rs.	Rs. As.P.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs. As. P.
8	2,338	...	...	23 9 2	13	4,691	...	...	68 9 2	...	...	...	27,602	697 1 1	14,563	126 1 2
16	20,306	4,050	...	23 2 0	17	19,980	3,936	...	49 10 0	3	Local	...	...	...	...	...
Jaggery	...	2,275	455	2 8 0	6	Salt	...	...	14 4 0	3	Rubble	298	1,182	...	5 8 0	306
3	...	6,032	10,064	60 10 0	5	Paddy	...	6,195	1,039	...	stones,	...	...	...	...	1,020 14 3
33	...	...	...	16 4 0	157	Hides	...	49,470	4,947	...	Lime	629	2,119	...	10 0 0	6,381
41	...	...	...	...	...	Paddy	...	18,311	36,623	...	Firwood	941	2,897	...	18 14 0	...
...	...	...	...	...	...	Oil-cakes	...	298	1,073	...	Shoots	266	1,183	...	6 12 0	...
...	...	...	...	...	...	Gingilly seed	...	1,859	7,539	...	Empty	111	6 0 4	...	6 12 0	...
...	...	...	...	...	...	Spices	...	22,290	4,458	...	...	...	...	...	...	...
...	...	...	...	...	...	Treasure	...	4,00,000	650	...	...	...	...	...	...	...
...	...	...	...	...	90	Empty	...	...	9,923	...	...	...	...	...	...	...
101	97,602	19,542	897 1 1	14,503	198 1 5	306	5,17,073	74,879	2,671,06,060	1,020 14 2	25	1,354	8,678 309 1 1	5,381 46 14 0	439	5,46,029 3,681 1,26,844 1,193 13 4

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.
Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of July 1871.
LENGTH OF CANAL OPEN, 26 MILES.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of July 1871.
LENGTH OF CANAL OPEN, 15 MILES; AND FOR IRRIGATION, 6 MILES.*

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.			STORES AND MATERIALS FOR IRRIGATION WORKS.			ABSTRACT.						
		Rs.	Appr. value of cargo.	Tonnage. Maunds. Tons.	Rs As. P.	Nature of cargo.	Appr. value of cargo.	Tonnage. Maunds. Tons.	Rs. A.s. P.	Tonnage. Number of boats.	Tonnage. Value of traffic.	Ton-mile-age.	Tollage.	Remarks.
6	Paddy	840	2,006	6 11 9	1,012	Laterite stone	124 3 0	...	...	...	...	...	...	...
	Passengers 134 in no.	...	...	0 5 7	186	Cill stone	5 13 0	...	...	...	...	...	...	...
8	{ Carts, 4	...	...	0 4 0	2,330	Rubble stone	23 14 6	...	...	...	...	...	...	...
	Palaukeen, 1	...	...	0 1 0	802	Sand cut stone	2 11 0	...	...	...	...	...	...	...
10	Empty	...	...	3 7 3	70	Lime	19 14 9	...	...	...	...	...	...	...
5	Debarage	...	...	4 14 0	1,650	Bamboos, 600 in no.	0 8 0	...	...	...	...	...	...	...
		...	...	1	6	Iron goods for lock	0 1 0	...	...	...	...	...	...	...
		...	...	1	1	Empty	0 3 0	...	...	...	...	...	...	...
		...	...	3	50	Ditto	84 2 9	...	...	...	...	...	...	...
		...	...	96	35,269	...	...	...	...	...	...	...	...	...
		...	...	...	3,375	105,582	3,771	264 7 0	3,867	273 2 7	225	4,115	3,867	273 2 7
29		840	3,236	115	615	14 11 7	196							

The tonnage shown is that of the cargo.
The boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 15 MILES.

Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.			Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	ABSTRACT.			REMARKS.
			Maunds.	Tons.	Rs.						Rs. As. P.	Tonnage.	Ton mileage.	
5	Rubble stone	... 800	1,387	...	...	3 7 4	10	Irrgn. works.	800 0 0	73	370	5 3 0	Rs. As. P.	The tonnage shown is that of the boats and not of the cargo.
5	Empty	... ...	603	...	...	1 11 8	...	...	.....	...	...	...	...
10		800	2,080	73	370	5 3 0	10		800 0 0	73	370	5 3 0		

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 24 MILES.

Number of boats.	Nature of cargo.	Appropriate value of cargo.	LOCAL TRAFFIC.			Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	ABSTRACT.			REMARKS.
			Maunds.	Tons.	Rs. As. P.						Tonnage.	Ton mileage.	Tollage.	
43	Coal	4,141	18,700	...	...	83 14 0	1983	Local ...	5,96,116	9,756	81,668	1,303 3 0	Rs. As. P.	Canal Range I, Oolooberiah Lock, opened from 2nd July 1871.
15	Cotton	23,552	3,000	...	...	14 1 6	...	...	...	...	...	...	...
8	Firewood	143	1,250	...	...	6 2 6	...	...	...	...	...	...	...
61	Grain	13,291	12,775	...	...	50 7 0	0	...	...	...	...	...	...
20	Hides and horns	11,315	3,000	...	...	15 14 0	0	...	...	...	...	...	...
67	Jaggery & sugar	25,752	18,400	...	...	70 6 6	...	...	...	...	...	...	...
47	Metal	1,80,990	14,600	...	...	54 12 6	...	...	...	...	...	...	...
213	Miscellaneous	12,081	28,925	...	...	117 9 3	...	...	...	...	...	...	...
72	Oil and oil-seeds	36,492	20,100	...	...	81 0 0	0	...	...	...	...	...	...
31	Paddy and rice	2,564	6,550	...	...	21 1 0	0	...	...	...	...	...	...
92	Piece goods	93,304	17,100	...	...	78 7 0	0	...	...	...	...	...	...
59	Garden produce	6,442	12,775	...	...	49 7 0	0	...	...	...	...	...	...
26	Pottery	552	6,375	...	...	23 7 0	0	...	...	...	...	...	...
43	Salt	84,293	15,875	...	...	72 9 6	0	...	...	...	...	...	...
23	Silk and indigo	1,07,256	4,000	...	...	18 14 6	0	...	...	...	...	...	...
1	Jute	300	325	...	...	1 3 6	0	...	...	...	...	...	...
2	Straw	62	675	...	...	3 0 6	0	...	...	...	...	...	...
35	Tobacco	33,998	10,675	...	...	49 7 0	0	...	...	...	...	...	...
13	Tiles	120	2,175	...	...	8 2 6	0	...	...	...	...	...	...
1	Ghooting	58	525	...	...	2 10 0	0	...	...	...	...	...	...
1	Rafts of timber	20	Logs 2	...	...	0 4 0	0	...	...	...	...	...	...
407	Empty		76,375	...	...	803 8 9	0	...	...	...	...	...	...
703	Passengers	...	No. 8,415	...	...	60 15 3	0	...	...	...	...	...	...
...	Miscellaneous revenue,	...	...	...	...	25 14 3	0	...	...	...	...	...	...
1983		5,96,116	2,73,175	9,756	81,668	1,303 3 0	1983		5,96,116	9,756	81,668	1,303 3 0		Canal Range III opened from 1st July 1871.

The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH WESTERN CIRCLE

Statement showing the amount of Traffic and Tolls on the Hiddelee Tidal Canal during the month of July 1871.
LENGTH OF CANAL OPEN, 26 MILES.

CALCUTTA,
The 12th September 1871.

N.B.—The tonnage shown above is that of the boats and not of the cargo.

G. A. SEARLE, Lieutenant-Colonel, S. C.,
Officer, Ass't to Chief Engr, and Joint-Secy, P. W. D., Irrigation Branch, Bengal.

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WEDNESDAY, SEPTEMBER 20, 1871.

OFFICIAL PAPERS.

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Report on the State of the Salt Market for the 1st Quarter of 1871-72.

From F. B. PEACOCK, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces, to the Officiating Secretary to the Government of Bengal, Revenue Department,—
(No. 378C., dated the 1st September 1871.)

I AM directed by the Member in charge to submit the following report on the state of the salt market for the 1st quarter of 1871-72, comprising the months of April, May, and June last.

2. The quantity of Government salt sold at the Presidency under wholesale rowannahs, amounted to 5,110 maunds, as shown

	Mds.
April	1,985
May	1,845
June	1,280
Total	<u>5,110</u>

in the margin, giving a monthly average of mds. 1,703 against 962 maunds in the preceding quarter. The whole of this quantity represents the clearances from the Hidgelee stocks.

3. The sales of Government salt at Pooree amounted to 300 maunds only against 2,132 maunds in the preceding quarter, and 8,300 maunds in the corresponding quarter of 1870-71. The falling off in the clearances during the quarter under review is attributable to the second of the two causes ascribed in paragraph 3 of the report for the previous quarter, for the decline in that quarter.

4. The quantities of excise salt sold in Cuttack, Balasore and Pooree, and the 24-Pergunnahs from the stocks of the different seasons, and the quantities which remained in store at the close of the quarter, are shown in the following statement:—

	CUTTACK.		BALASORE.				POOREE.		24-PERGUNNAHS.	
	MANUFACTURE OF		MANUFACTURE OF				MANUFACTURE OF		MANUFACTURE OF	
	1869-70.	1870-71.	1867-68.	1868-69.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.
Balance at close of last quarter ...	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.
39,731 32	22,373 10	820 10	8,300 21	79,723 16 ^{1/2}	88,620 30	2,49,715 3	.....	3,403 0	10,739 10	
Manufactured during the quarter	21,742 10	.....	.....	10* 0	53,006 30	.....	30,480 30	.....	3,285 30	
Total ...	39,731 32	44,115 20	820 10	8,300 21	79,723 16 ^{1/2}	1,41,627 20	2,49,715 3	30,480 30	3,403 0	14,025 0
DEDUCT										
Quantity sold during the quarter	8,245 0	.....	.....	2,360 0	21,365 35	2,558 0	53,132 0	.....	2,000 0	.....
Wastage .....	.....	.....	820 10	.....	.....	18 4	.....	.....	.....	.....
Total ...	8,245 0	.....	820 10	2,360 0	21,365 35	2,576 4	53,132 0	.....	2,000 0	.....
Balance at close of quarter ...	31,486 32	44,115 20	.....	5,940 21	58,367 21 ^{1/2}	1,39,051 16	1,96,583 3	30,480 30	1,403 0	14,025 0

It will be observed from the above that the total clearances of excise salt during the quarter amounted to 89,661 maunds against 71,123 maunds in the previous quarter, and 39,037 maunds in the corresponding quarter of 1870-71. The clearances in Pooree still continue to increase. The sales having been 53,132, as shown in the foregoing table, against 35,977 in the preceding quarter.

5. The subjoined statement shews comparatively the total importations into the port of Calcutta, and the total clearances of sea-imported salt during the quarter, and the corresponding quarter of the two preceding years:—

DESCRIPTION OF SALT.	1ST QUARTER OF 1869-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Liverpool Pungah ...	14,53,320	10,06,100	6,98,835	9,74,733	20,33,020	12,34,924
Foreign Kurkutch ...	1,18,400	91,103	63,716	60,885	40,186	28,157
Indian Ditto ...	5,84,518	2,15,999	3,44,706	2,26,669	1,63,150	1,05,977
Ceylon Ditto ...	.....	5,166	.....	5,710	.....	4,510
Total ...	21,58,238	13,18,368	11,07,257	12,67,697	22,36,365	14,63,568

6. The following are the details of the Indian Kurkutch salt shown above:—

FROM WHENCE IMPORTED.	1ST QUARTER OF 1869-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Kurrachee ...	27,639	.....	43,556	950	.....	38,800
Bombay ...	4,23,600	1,68,163	1,65,630	1,53,211	53,370	1,91,124
Madras ...	65,638	56,736	19,020	68,258	37,500	36,653
Emnore ...	33,092	1,100	.....	6,250	.....	.....
Covelong ...	27,600	.....	1,16,500	.....	72,980	.....
Eskapally ...	5,040	.....	.....	.....	.....	.....
Total ...	5,84,518	2,15,999	3,44,706	2,26,669	1,63,150	1,05,977

* Excess found on clearance of storage.

7. The following table shows the total quantity of sea-imported salt remaining in the warehouses at the close of the quarter as compared with the previous three quarters :—

WHERE STORED.	2nd quarter of 1870-71.	3rd quarter of 1870-71.	4th quarter of 1870-71.	1st quarter of 1871-72.
	Mds.	Mds.	Mds.	Mds.
Sulka Government golahs	15,54,290	20,67,741	17,60,769	21,60,231
itto private golahs	48,400	48,400	24,225	21,017
Ghoseery golahs	1,42,611	1,37,811	1,30,288	1,25,287
Seebpore ditto	74,282	69,282	57,76	38,073
Calcutta ditto	2,261	1,150	1,150	.....
Chittagong Government golahs	2,39,739	2,14,496	1,75,081	1,22,832
Total	20,61,573	25,38,880	21,48,587	25,17,440

8. The following table exhibits the despatches of salt from Calcutta by water and the three railways *via* the several salt-pass stations into the interior of the country, both east and west of the river Hooghly, during the quarter under review, and the corresponding quarter of the two preceding years :—

Period.	<i>Via</i> Ballikhal.	<i>Via</i> Sankrail.	<i>Via</i> Gewa- khalee.	<i>Via</i> Kidder- poro.	<i>Via</i> Ballia- ghatta.	By the East Indian Railway.	By the East- ern Bengal Railway.	By the Cal- cutta and S. E. Railway.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
First quarter of 1869-70	2,38,487	1,12,078	99,240	75,107	3,51,536	3,02,288	12,404	111
Ditto 1870-71	2,54,149	1,09,823	95,336	80,406	3,49,324	2,99,867	12,498	17
Ditto 1871-72	4,04,689	1,33,491	1,22,250	78,306	4,64,634	2,95,905	14,283	34

The quantity of salt despatched by the East Indian Railway to stations beyond Buxar in the quarter under review amounted to 7,780 maunds against 3,950-10 maunds in the preceding quarter, and 4,942 maunds in the corresponding quarter of 1870-71.

9. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows :—

	Tons.	
April	...	23,292
May	...	14,448
June	...	18,917

No shipments were reported for Chittagong.

10. The prevailing market prices per hundred maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter under report, as compared with those which obtained at the same periods of last year, are shown in the following statement :—

DESCRIPTION OF SALT.	Prices on 15th April.		Prices on 30th April.		Prices on 15th May.		Prices on 31st May.		Prices on 15th June.		Prices on 30th June.	
	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Liverpool Pungah	59	54	78	61	79	60	77	55	78	54	74	65
French Kurkutch	66	57	66	58	66	58	65	60	66	60	65	60
Jeddah ditto	65	84	85	83	85	83	85	84	87	83	90	83
Ceylon ditto	52	48	52	55	52	55	52	55	52	55	52	55
Scinde ditto	50	35	50	34	46	36	45	35	45	35	45	35
Bombay ditto	34	38	31	38	31	43	31	43	39	43	39	42
Madras ditto	46	48	44	47	49	48	50	47	49	47	49	46

11. The following statement exhibits the total quantities of salt that were available for the private export trade at the several depôts in the Madras Presidency on the first day of each of the three months constituting the present quarter, and the corresponding quarters of 1868-69 and 1869-70:—

Month.	1868-69.	1869-70.	1870-71.
April	8,63,370	7,80,630	6,49,117
May	8,24,097	7,80,630	6,41,456
June	7,89,975	7,80,630	6,24,142

12. The following statement shows the quantities of sea-imported salt admitted into bond and cleared from bond and ship-board at Chittagong, during the quarter under review, and the corresponding quarter of 1870-71. No transactions in sea-imported salt have been reported for the quarter from any of the Orissa ports:—

DESCRIPTION OF SALT.	ADMITTED INTO BOND.		CLEARANCES.	
	1870-71.	1871-72.	1870-71.	1871-72.
Liverpool Pungah	50,812	.....	54,358	43,864
Madras Kurkutch	.....	.....	3,827	2,612
Bremen Pungah	.....	.....	.....	4,848
Foreign Kurkutch	12,144	.....	140	.....
Total	62,956	.....	58,325	51,424

13. With reference to the delay of two months after the close of the quarter for which it is drawn, in the submission of this report, I am to explain that it has hitherto been the practice, before accepting the figures furnished by district officers representing the clearances of both Government and private salt, to verify them with those furnished by the Accountant-General in a statement showing the realizations from such clearances. This statement the Accountant-General is unable to submit before the second month after the close of that for which it is prepared, and the compilation of the Board's report is therefore delayed. It appears, however, to Mr. Money that any such verification as above mentioned, of the district figures, is unnecessary, seeing that the discrepancies which occur are of slight consequence. The Board's salt quarterly reports will accordingly be drawn up in future, immediately on receipt of the district returns.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 16th September 1871.

Number.	District.	Date of return from each district.	Rainfall at Sunder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	... Sept. 15th	2·3	Rainy and favorable.	Very good, except where destroyed by floods, where several persons are in distress : the river risen again 5 or 6 inches.	
2	Monghyr	... " 16th	*	Seasonable	Considerable portion of the crops destroyed by floods. River falling.	No information.
3	Purneah	... " 2nd	3·3	Rain and sun	Good where inundation has not extended.	
4	Rajmahal	... " 16th	.....	Very rainy	No change in rice crops. Hill Jenera affected by excessive rain.	
5	Deoghor	... " 16th	2·9	Unfavorable	Cold weather crops being damaged by excessive rain. Rice as before.	
6	Nya Doomka	... " 16th	4·0	Rainy and very moist.	High land rice good ; low land injured by excessive rain.	
7	Godda	... " 16th	†	Favorable and healthy.	Rice very good.	
8	Pakour.	... " 15th	2·2	Very rainy	Good ; low land rice suffering from too much rain.	
9	Jamtara	... " 15th	2·2	Very rainy	Generally good ; but in some places considerably damaged by floods.	
10	Patna	... " 16th	1·7	Rainy and cloudy	Rice promising.	
11	Gya	... " 16th	1·5	Seasonable	Rice promises well.	
12	Chumparun.	...			All sorts of crops have suffered either from inundations or excessive rainfall.	
13	Sarun.	...				
14	Shahabad	... " 16th	2·4	Rainy		
15	Tirhoot	... " 16th	4·8	Rainy and cloudy		
16	Rajshahye	... " 14th	2·3	Rainy	Low land Ous more than half destroyed. Amun safe yet.	
17	Bogra.	...				
18	Dinagepore	... " 16th	5·5	Rain, thunder, and lightning.	Favorable.	
19	Maldah	... " 15th	3·6	Rainy	In some places $\frac{3}{4}$ ths of the Bhadoi and $\frac{1}{2}$ of Amun have been destroyed by inundation ; the rest fair.	Waters subsiding and fever prevailing.
20	Moorshedabad	... " 16th	3·8	Very rainy	Same as last week ; but the heavy showers may injure the Amun crops.	The river is going down slowly but steadily.
21	Pubna	... " 16th	7·4	Seasonable	Ous and Amun much damaged by floods, but what has escaped is very promising.	
22	Rungpore.	...				
23	Burdwan	... " 16th	3·0	Rainy and cloudy	Both Ous and Amun damaged ; sugar-cane not good.	
24	Bancoorah	... " 16th	6·0	Hot and rainy	Ous and Amun slightly injured by rain.	
25	Beerbboom	... " 16th	5·8	Constant heavy rain.	Crops suffering from want of sun and excess of rain.	
26	Hooghly	... " 16th	2·1	Fair and rainy	Ous good and nearly reaped. Amun in many places injured by floods.	
27	Howrah	... " 16th	7·1	Favorable	Floods have caused very considerable damage to the crops.	
28	Midnapore	... " 15th	2·2	Rainy	Good.	
29	Nuddea	... " 16th	2·2	Rainy	Crops much damaged by floods : water gradually going down.	
30	Jessore	... " 15th	2·1	Cool and cloudy	Much brighter ; waters subsiding. Much of the Amun escaped destruction by the water being timely drained off.	